Cover photo: The highlight of the 2014 Air Display Season was undoubtedly the presence of two airworthy Lancasters, made possible by the visit to this country of the Canadian Warplane Heritage Museum Lancaster ’Vera’. It was a tremendous act of faith to fly this irreplaceable aircraft over the Atlantic, and back again at the onset of autumn. An unscheduled engine change took place at Teeside on August 29th following a failure of a seal in the supercharger of the no 4 engine, but this was the only snag encountered during the six week tour. Huge crowds attended these events where both Lancasters appeared, so much so that at Duxford on 14th September an air taxi service using an aircraft of similar vintage, a Catalina, had to be employed to move participating air and ground crew from their hotel in Cambridge to Duxford because of traffic congestion. A report appears on page 21.
A message from your Editor...

You will find in this issue a long article describing the wonderful Trophies and Awards Banquet held in October, which includes a unique 'Bird’s Eye View' from the Master. As ever, the deeds of those who received awards are truly inspiring, it is amazing that every year the Trophies and Awards Committee manages to find so many heroes in the world of aviation. Another 'Bird’s Eye View' was given to the Company’s Luncheon Club in September by Upper Freeman Jo Salter, one of the very first fast jet female pilots in the RAF who entertained us with a highly amusing description of her experiences. A report can be found in News Round Up.

As I sit here typing this editorial, I am listening to Radio 4’s Desert Island Discs which is featuring one of the Company’s most illustrious members, Liveryman Captain Eric Brown, describing his experiences. It struck me again how diverse our many members’ activities are and how they can be found in many unusual places. Liveryman Richard Piper falls into this category; he describes flying in a Super Constellation, and experiencing an air taxi service provided by a Catalina which was also being flown by a member, Freeman Jeff Boyling, ferrying aircrew from Cambridge to Duxford because of traffic gridlock caused by the two Lancasters at the September Air Show. Freeman Ron Gammons tells his story of the Tiger Moth expedition to Amiens to mark the 100th anniversary of the outbreak of the Great War and Freeman Steve Bridgewater writes about flying with the Breitling Team at Fairford, an interesting comparison to the Red Arrows. As ever my grateful thanks go to all contributors, without whose efforts there would be no magazine for you to read.

Now that the year is drawing to a close, it only remains for me to observe that now we have launched no fewer than six issues of Air Pilot, our newly titled Company magazine, we are well and truly airborne. May I wish all of you a Happy Christmas and a Prosperous New Year; keep sending in those articles and photos!

Assistant Tom Eeles
Honorary Editor
AFILIATION WITH HMS OCEAN

Following the decommissioning of HMS Illustrious the Company has received an official invitation for an interim affiliation with HMS Ocean, pending the commissioning of HMS Prince of Wales, the second new carrier which the Government has confirmed will enter service.

LUNCHEON CLUB

The Air Pilots’ Luncheon Club gathered again at the RAF Club on 24th September for a special Ladies Day celebration. Some 85 members and guests dined on a delicious traditional meal of roast lamb with mint sauce, the gentlemen having been encouraged to wear colourful blazers, ties and button holes; those who failed to comply were suitably admonished and fined. Amongst the diners were no fewer than three female Livery Company Masters, four Past Masters, three Wardens and numerous Assistants of the Honourable Company and a number of new members who were given a warm welcome. After the meal Upper Freeman Jo Salter, one of the first ladies to qualify as an RAF pilot and fly operational sorties on a Tornado squadron and instruct on the Hawk gave a wonderful talk on her experiences titled ‘A Bird’s Eye View’. Her experiences might well have discouraged a less determined individual. For example, at role disposal after training she was about to be sent to multi-engined aircraft simply because of her gender until her instructor told the Board to cover her photo and review her performance again; she was re-roled to fast jets. She was met on arrival at her first front line squadron by the senior navigator, who told her bluntly that she was not wanted. Nevertheless she coped with all the challenges with great humour, including how to manage on long transits when the only relief arrangements available were designed for male pilots. As a consequence of the shortcomings of this equipment she later participated in the ‘RAF women’s urinary pad trial’, which involved testing the pad whilst undergoing 7g in a centrifuge!! It was an inspirational talk which was acknowledged with acclaim by all present. After a vote of thanks was given by the Master, notice was given that the next Luncheon Club event would be on 5th February 2015, when Liveryman Air Vice-Marshal Peter Dodworth will describe the Harrier’s entry into service.

NEW VFR AIRSPACE GUIDES FOR LIVERPOOL AND DONCASTER

Air Traffic Services Ltd, who provide air traffic control for Liverpool John Lennon Airport and Robin Hood Airport Doncaster Sheffield, have created a VFR Airspace Transit Guide for GA pilots flying around these airfields. There is a huge amount of GA activity into and around both of these airports, and each has suffered (and continues to suffer) more than its fair share of airspace infringements. In an attempt to highlight the main visual features, and to assist pilots in navigating around these areas more successfully, the guides have been produced by the Air Traffic Controllers themselves! It is hoped that GA pilots in these parts of the country will take the time to look at the guides and contribute towards a reduction in airspace infringements, meaning safer flying for everyone. The guides are live documents, which will be updated and amended as necessary, and have been designed to be tablet-friendly for convenience.

The guides are located at
https://googledrive.com/host/0B2OO_KOXE22hINWRWpUTjFZmM/index.html (Liverpool) and
https://googledrive.com/host/0B2OO_KOXE22bTHIsamRTLTR4dHM/index.html (Doncaster)

MEMORIAL TO AIRMEN AND A DEPUTY MASTER

Past Master Artur Thorning reports that on a recent visit to Plymouth he visited and photographed the Airmen’s Memorial on Plymouth Hoe. It is a general memorial for all British airmen who died in 1939 - 45. It also covers the ashes of Air Vice Marshal D C T Bennet CB CBE DSO of Pathfinder fame who was Deputy Master of the Guild of Air Pilots and Air Navigators (as it was then titled) 1944 - 46.
RIDGEVIEW WINERY VISIT

Rain in the early hours of the 19th September gave way to mist hanging in the steep escarpment of the South Downs in Sussex, as fifteen ladies gathered with the Master for the Honourable Company tour of the Ridgeview Winery. Founded in 1994 by Chris and Mike Roberts, Ridgeview is a family-run enterprise dedicated to producing the highest quality sparkling wines. The winery has won numerous awards internationally for the quality of its wines and Her Majesty the Queen sometimes serves Ridgeview wines to distinguished visitors.

This area of Sussex shares the same geology and a similar climate to the Champagne region of France, and so is ideally suited to the varieties of grapes used for sparkling wines. Under the rules of the appellation, only sparkling wines from the Champagne region of France can bear the term champagne, though we learnt on our tour that the production of French champagne owes its existence in part to Englishman Christopher Merret who was instrumental in the addition of sugar to still wine to produce the famous fizz.

Our tour was impressively informative about both the vineyard and the state-of-the-art winery, giving an excellent technical background to a memorable visit.

Ridgeview’s first vines were planted in 1994. Thirteen French clones of Chardonnay, Pinot Noir and Pinot Meunier were selected, emulating “l’assemblage” of the great Champagne producers.

On bud burst in April, very large candles in big tins are lit overnight if frosts are threatened. The grapes begin to ripen and sugar levels rise about mid-August. This is termed the ‘veraison’, at which time, if yields are too high, a ‘green harvest’ removes the grapes that would ripen later than the main bunches. The grapes are picked by hand in October, according to their acidity and sugar levels, which can vary over hours.

Ridgeview has invested in high tech winery equipment to complement the quality of the vineyard. The first pressing produces the finest quality wine - the ‘cuvée’. A fermentation with a champagne sourced yeast is followed by the malolactic fermentation, prior to the assemblage, which produces the desired blended wine. The ‘liqueur de triage’, a mixture of wine, sugar and yeast is added to trigger a fermentation in crown-capped bottles. The bottles lie in cages for a month, during which time the gas cannot escape and is dissolved. The yeast drops as the cages turn, adding flavour to the wine. The sediment is removed by the ‘remuage’, traditionally carried out by hand, but now by machine, dipping the neck of the bottle in a glycol bath to freeze and remove the plug of sediment. Three months rest adds the final complexity.

Our visit ended with a tasting session and buffet lunch in the Tasting Room overlooking the vineyard and the South Downs. There we sampled six of Ridgeview’s wines under expert advice. Some of us were driving, so reluctantly rationed our tasting carefully, before facing the dilemma of deciding which we might buy before we left.

AWARD OF 2014 SCHOLARSHIPS AND BURSARIES CERTIFICATES

The 2014 Scholarships and Bursaries Certificates were presented to their recipients by the Immediate Past Master at a ceremony following the Court Meeting held in Cutlers’ Hall on 13th November. After the presentation of Certificates recipients and their families joined Court members and Past Masters for a Buffet Supper in the Great Hall.

Back row standing - Left to right: Alice Goodwin, Jakub Nieniec, Kishan Dohil, Immediate Past Master, Alice Bartlett, Craig McGregor, Arvydas Cetykovskis, Colette Carroll.

Front row sitting - Left to right: Dominique Regis, Carolyne Sibley-Harris, Steven Birchall, Peter Douet, Sion Maghoosi, Esther Lisowski.
Amongst the many and diverse activities in which the Honourable Company in its previous life as the Guild of Air Pilots & Air Navigators has become involved is the provision of aptitude testing for prospective commercial pilots using the well established Officers & Aircrew Selection Centre at RAF Cranwell. Set up 20 years ago not only has it been successful in encouraging youngsters to find out in advance whether it is worth investing huge sums of money in expensive training but it was followed by some of the major flight training organisations conducting their own in house testing thus conserving valuable resources.

We are now urgently looking for someone with the right background in commercial and/or military pilot selection and training to take over responsibility for running the scheme. The current team are mostly reaching the age when there is a need for someone not just younger but who can bring fresh ideas to expand and reinvigorate a service which is unique in its independence, operating totally without any commercial pressure.

Apart from continually promoting the scheme, the task mainly consists of liaising with the Pilot Aptitude Department at Cranwell, arranging dates for testing and ensuring that there are sufficient assessors available for the debriefing of the candidates which is conducted on a one-to-one basis. The Company office deals with all matters connected with finance.

A number of Company members have recently volunteered to help out with the debriefing. They or any other pilot with the appropriate experience are welcome to put themselves forward to take on a very rewarding role in helping and advising those with ambitions to be airline pilots. Applications in the first place to the Clerk please.

Past Master Clive Elton
The Master’s Message

DOROTHY SAUL-POOLEY

Whilst you will not be reading this until I am almost back from the Master’s tour of the regions, the first couple of paragraphs was written on board a BA 747-400 en-route to Singapore. The extraordinary past seven weeks of dinners, lunches, visits and meetings since the summer recess culminated in our hugely successful and enjoyable Trophies and Awards Banquet (about which you can read more elsewhere in this magazine).

Some of the hospitality received by the Master is spectacular, but the common thread through all of the activities is the friendship and mutual belief in the benefits that the Livery as a whole can bring to the City, to young people and to those in need. Provision of educational opportunities, charitable support and practical assistance to the vulnerable, research and sources of expertise are inextricably linked within our companies. It is surprising how frequently the various trades represented by the different Livery Companies seem to overlap and how small the world appears to be when viewed from within the Livery movement.

Leaving the familiar surroundings of the UK to embark on a round the world trip is exciting and also daunting and a chance to see how big the rest of the world is! It was, therefore, rather delightful to discover that the relief Captain on board the 747 was a former Flight Instructor student from about 11 or 12 years ago! After landing in Singapore, I was invited onto the flight deck to meet the rest of the crew and gently suggested that they might consider joining our Honourable Company!

Singapore is not a usual stop for the Master’s tour, as there is no regional committee based there, but an ex Royal Navy helicopter pilot, who renews his FI ratings with us every three years and was formerly General Counsel with Airbus, is now MD at Airbus Helicopters (in reality Eurocopter products) in Singapore. The visit to their facility at Seletar Airport (the old RAF base) was enlightening. We have all been criticising EASA and the complexity and cost of the regulations imposed on us in Europe, but had you appreciated that the effect of these regulations is far wider than Europe? In order to carry out business selling and maintaining Eurocopter products, which are of course made in France), EASA approvals and all the other customer countries’ approvals have to be held. (Currently 15 jurisdictions from Taiwan to Sri Lanka). Modifications require Supplementary Type Certificates to be sought – these are mainly held on the F and N registers as STCs are practically unknown in Asia. Type rating training and recurrent training is carried out within the facility and the crossover between EASA and local licences is an enormous challenge, as there are, in many cases, no equivalents.

An opportunity to try out the simulators was not to be missed and allowed your Master the chance to attempt a deck landing in an AS365 Dauphin on a tanker at night! “Firm” was the instructor’s comment on her efforts!

The next day, a visit to Bombardier, who also have a maintenance and after-sales facility at Seletar, revealed similar stories about the enormous costs and complexities relating to approvals required to be held in order to carry out their business. Business jets of many registries were evident both in the hangar and on the Bombardier apron. It was clear that the FAA system was infinitely preferable to the European regulations, but both sets of approvals had to be maintained in addition to Singaporean, Malaysian and many others. Keeping up to date with all of the different sets of regulations is a full-time job. EASA approvals were required mainly because many business jets are now on the Manx register (M) which piggybacks the EASA system. All agreed that the costs to industry both in administration and certification fees had become a serious deterrent.

The final aviation visit in Singapore was to ‘Wings over Asia’, the brainchild of a couple of local enthusiasts, who were perplexed by the authorities’ complete lack of understanding of the needs of GA. When Seletar airport was redeveloped a few years ago, a complete perimeter fence was erected and security tightened dramatically. There are only two small training facilities at Seletar, each owning only one or two very old Cessnas and there was little opportunity for private pilots to fly. Indeed only a restricted licence can be achieved in Singapore, so most people go overseas to complete their training.

The Wings over Asia group of about 60 members have a lovely pilots’ lounge with the walls covered in historical photographs. They now own approximately 19 light aircraft ranging from R22 and R44 helicopters through PA28, Cirrus SR22 to DA42 and TBM800 and many adventurous flying trips have been organised for group members in recent years. Having experienced the rigidity and complexity of the security required just to get airborne, one can only admire the group’s tenacity in keeping GA alive in Singapore.

In order to go for a short local flight, across the border to Johore in Malaysia, where we were to carry out a couple of touch and goes, it was necessary to have filed a flight plan hours in advance, with a specific route, via set waypoints, together with all the passengers’ passport details, rather like we do in the UK to go over to France for lunch. Then we had to drive out of the premises where the FBO is based, into the terminal building area, go through security, passport control, wait for a vehicle to collect us and take us airside before arriving at the aircraft, even though we could see it from the window of the FBO. It was 39 degrees Celsius and at 1500 feet in the non air-conditioned aircraft it only dropped to 32 degrees!

The flight had to follow the prescribed routing as set out on the flight plan, the
maximum altitude permitted was 1500 feet and the local area for general handling was extremely small, taking only about five minutes to fly right around it. Many times we were asked to hold for up to ten minutes before proceeding to the next waypoint, circling over the dense palm forests in thick haze, rendering lookout and spotting other traffic a severe challenge. The return to base required further security checks and completion of new immigration forms, stamps in the passport etc. It was a sharp reminder of how simple things generally are in the UK!

Whilst those of you in the UK who are interested in the recommendations of the GA Red Tape Challenge Panel and the Government’s recently published 56 page response, it is useful to realise how free the airspace really is in parts of Europe. We have already seen some positive moves to simplify and rationalise the requirements for PPL training, especially in examinations and more widely in GA regulation, so let us hope that the CAA is able to implement some of the proposals. Reductions in fees are being made in some areas and perhaps more proportionate costs and charges will be achieved.

It is sobering to experience the difficulties encountered by those trying to enjoy the same hobby in other parts of the world and worth remembering that the grass is rarely as green on the other side of the fence!

RECOGNISING ANOTHER YEAR OF OUTSTANDING AVIATION ACHIEVEMENT

The 2014 Trophies and Awards Banquet

THE EDITOR

On Wednesday 23rd October the 2014 Trophies and Awards Banquet, preceded by a Court Meeting, recognised another year of outstanding achievements by both individuals and organisations in civil and military aviation. The Court Meeting, held in the Guildhall crypt, saw the Clothing of twelve new Liverymen, Dr S J Stewart, Wg Cdr G P Collins, Mr C R Titmus, Mr P Chandler, Mr E Strongman, Mr G S Foster, Mr J J Russell, Captain J P Legat, Captain H M Burton, Captain P D J Terry, Mr R M H Weeks and Captain M L F Knowles. The Master also presented Master Air Pilot Certificates to Mr R Horton, Mr A Booth, Mr E Scott, Captain D T Holloway, Wg Cdr K F Trasler, Sqn Ldr S J R Harcourt, Mr M J Grierson, Miss C L Cooper, Captain B R Hawkins, Captain B H Vracas, Captain M J Metcalf, Captain R H Fry, Captain C Mohan as Param, General Rodzali bin Daud, Gp Capt J H Benjamin and Captain M L F Knowles. A Master Air Navigator Certificate was presented to Lt Cdr N Cunningham.

The Court greeted the Clothing and Certificate presentations with acclaim.
After the Court Meeting members and their guests enjoyed a Champagne Reception in the Old Library as uniformed personnel of the London Wing of the Air Training Corps set about their organisational duties with customary efficiency. The traditional Guard of Honour was provided by the Pikemen and Musketeers of the Honourable Artillery Company. The Guest of Honour at the Banquet was His Royal Highness Prince Michael of Kent KCVO, Liveryman of the Honourable Company. Other senior guests included Air Marshal G J Bagwell, representing the Chief of Air Staff, Rear Admiral R Harding, Rear Admiral Fleet Air Arm, Mr I Locks, Master Stationer, Mr I Smith, Master Coachmaker, Air Commodore C Luck, Commandant RAF College Cranwell, Group Captain J Hunter, Central Flying School, Colonel M Bigaoutte, Air Advisor Canadian High Commission and Colonel T Willis, Air Attache US Embassy.

The Banquet was served in the magnificent medieval Great Hall; the Beadle led in the the Master and the senior guests to the customary slow handclap. After the newly clothed Liverymen and Master Air Pilot and Air Navigator recipients had been recognised, the Master announced that the Diamond Nine March, composed by Wing Commander Stubbs and commissioned by the Honourable Company to recognise 50 years of display flying by the Royal Air Force Aerobatic Team, would be played. The recording was greeted by applause from all the diners. Music during the meal was provided by the London Banqueting Ensemble, who played a number of spirited pieces, including an excellent rendition of the Post Horn Gallop that was greeted with acclaim by the diners. The Banquet concluded with a Sung Grace, the ceremony of the Loving Cup and Toasts to the Queen, the Royal Family and the Lord Mayor and The City of London Corporation. Before the presentation of the Trophies and Awards the Master addressed the diners. She concluded by proposing the Toast to the 'Award Winners and Guests'. The Guest of Honour, responded. Both speeches were greeted with acclaim by all present. Full transcripts of the Master's and the Guest of Honour's speeches can be found by accessing Aviation Matters/Company Policy and Comment/Public Speeches on Company website.
The Master then invited all to join her in a Stirrup Cup in the Old Library, after which members and guests made their way home, those staying at the RAF Club travelling by buses which got them to their destination before the Cowdray Room bar closed.

EDITOR’S NOTE
The Master, whilst languishing in a departure lounge somewhere in the Far East waiting for a connecting flight on her Tour of the Regions, wrote her 'Bird's Eye View' of the event, reproduced below.

A BIRD'S EYE VIEW
Unless you have already been Master of this Livery Company, your experience of the Trophies and Awards Banquet will be very different from that of the Master! In the days leading up to the Banquet, the Master is aware that the Cobham House office will be frenetic with the preparations, the table planning, silver cleaning, fine tuning of details. The Master will be having nightmares about "The Speech"!

In addition to the usual female fripperies such as visiting the hairdresser and having one's nails done, ensuring that the outfit is ready with all the necessary accessories, the Master is feverishly packing for "the Tour" and is suffering from severe sleep deprivation, as last minute changes to The Speech cause sudden bouts of wakefulness in the middle of the night.

On the way to London, the train grinds to a halt, broken down!! The Master has to start out early, in order to reach the Guildhall to preside over the Court meeting held in the Crypt and catches the bus with other guests from outside the RAF Club. Unable to manage the hooks on the new dress, which would require the elasticity of a contortionist, a friend is dragooned into the necessary “dressing” of the Master. Traffic is light and the Guildhall reached in record time.

Twelve Liverymen are to be clothed and 18 MAP/MAN certificates presented. Ample opportunity for pitfalls! Firstly, the fur-edged robe is worn over the long evening gown giving rise to numerous trip hazards every time a step or staircase is encountered! Next the chain and badge, heavy around the neck - the badge has a habit of rotating 180 degrees when not being vigilantly supervised, not the look required in the photographs!

How is it that successive generations of Masters, many with engineering qualifications and similar, have failed to stabilise the gyrations of the badge?

Then there is the question of pronouncing names correctly, always a challenge in a worldwide profession, the welcoming of the new Liverymen as “brother Liverymen” regardless of sex. Presenting certificates and shaking the correct hand simultaneously, whilst ensuring that the certificate is facing forwards, is up the right way and belongs to the appropriate recipient and trying to ensure that the smile is natural towards the camera; still smiling after 30 presentations!

The rapping of the gavel at the right point to signal the end of the meeting and then not tripping over on the way out. The solemnity and dignity of the occasion must not give way to ribaldry and mirth.

Endless photographs in endless combinations with the award winners and keeping that constant smile! The fear of something being caught in one’s teeth…! The shaking of many hands - what a variety of handshakes! When there is a Royal visitor, increased protocols are observed, so after greeting early arrivals who are announced into the Old Library by the Beadle, the IPM steps in as the relief crew. The Master joins the Clerk at the Lord Mayor’s entrance to meet His Royal Highness. Then it is up (whoops, more stairs!!) to the Print Room to present HRH to the members of the Court and official guests. More smiles. More photographs.

Once the dinner gong has sounded, the throng of members and guests swarm into the Great Hall and search out their places. There is a hubbub of excitement and chatter as friends meet and greet each other. Then the Beadle raps the gavel and announces the Master and...
official guests. A fanfare accompanies the slow handclap and the stately procession of robed and badged officials makes their way to the top table. After the chaplain has said grace, the Master stands and announces the names of the newly clothed Liverymen, inviting them to stand and be acknowledged in the traditional way. This year saw a novelty as the Master reported the commissioning of a piece of music, the Diamond Nine, to celebrate the 50 display seasons of the Red Arrows and the first airing of this piece accompanied the first course. At least the “dressing gowns” are taken away at this point.

Whilst all of the members and guests are partaking of fine wine and the delicious menu, the Master is sipping water and barely notices the food or its taste, on best behaviour and engaging the guests on either side in good conversation. All the while, the Master is surreptitiously glancing around to check that all is well, that nothing is amiss. There is great humour in the performing of the post horn gallop and the tone and mood of the evening is considerably lightened. The toasts pass off without stumbling, without spillage, the sung grace is sung and the theatricality of the Loving Cup explained to new guests. The Master has to start a Loving Cup in each direction down the top table, so has to endure double tasting of the dreadful brew! Somehow all of that is achieved and then the business of the evening starts- the presentation of 20 amazing awards.

The clerk reads the citations with expertise and clear diction, precise and concise. The challenges for the Master and HRH are manifest - the rather ornate and comfortable armchairs supplied to the Master and HRH have to be negotiated in order to present the certificates and medals, plus the sometimes very heavy trophies have to be balanced, all whilst smiling, shaking hands, rotating through 180 degrees for the photographs and all the time trying not to get one’s dress caught under one of the chair legs. Imagine the indignity of the Master falling flat on her face, legs akimbo, dress ripped off her back?!

And then it is time for the The Dreaded Speech. No, it is not state of the nation or a rallying call, but those nagging voices in the head are insistent – is it too long? Too short? Too serious? Too boring? Too quiet for those on the dais to hear? Furtive glances around the room - are they yawning, bored, already asleep, chatting amongst themselves? Anyway, no sooner started and it’s over and there seems to be some clapping – a feeling of relief - the toast is proposed, the first sip of cool champagne after the abstemious evening!

Time to relax? Well, no, not quite yet. HRH is now on his feet. He is light, witty, amusing, relevant and interesting - they love it! Applause. All we have to do now is process out and enjoy a stirrup cup, conversations and greeting the many friends!

Fewer hazards on the way out minus the heavy robe and chain. After the farewells to official guests and HRH, it is back to the RAF Club for the after- party! Never has champagne tasted so good. Heaps of chatter, congratulations and jolly laughter. Was it worth it? Did you all enjoy yourselves? Well, that makes it all worthwhile and the Master is heartily glad that it was achieved without mishaps.

And now it’s off for the world tour for six weeks….

Dorothy Saul-Pooley

TROPHIES AND AWARDS WINNERS 2013/14

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

AWARD OF HONOUR

Michael Marshall gained his PPL in 1949 and subsequently served as a RAF National Service Pilot between 1950 and 1952 flying Meteors and Vampires, eventually becoming an RAFVR Flying Instructor. In 1955 Michael joined the private family company, becoming Chairman and Chief Executive in 1989, following his father’s retirement. Throughout his distinguished long service with Marshall of Cambridge, Michael has been instrumental in developing exceptional trans-Atlantic relationships, and through this, Marshall Aerospace & Defence Group has become a ‘world centre of excellence’ on C130 Hercules aircraft as well as gaining an enviable worldwide reputation on a remarkable range of other aircraft.

Sir Michael is a firm advocate of training and providing support to young people and, in particular, encouraging careers in aviation. His vision, energy and support for aviation and the aerospace industry has been nothing less than exceptional. Sir Michael Marshall’s lifetime achievement and contribution to aviation is recognised by the Award of Honour.

DERRY AND RICHARDS MEMORIAL MEDAL

A few months after graduating with a degree in Aeronautical Engineering, Mark Bowman started a 35 year career in military aviation spanning front-line fast-jet operations to his current role as Chief Test Pilot Combat Aircraft at BAE Systems.

He joined BAE Systems as the Harrier project test pilot flying every type and mark of the Harrier. He became the Typhoon project pilot in 2004 and is the
longest serving test pilot in the Typhoon programme and the only one to have flown all seven of the UK development aircraft.

Mark has the rare ability to engage and influence at a strategic level both within the company and with senior customers, as well as a capability to dive into minute detail using his encyclopaedic systems knowledge to develop and improve every element of aircraft design.

Mark’s invaluable contribution to military fast jet aviation over 35 years, from front line to flight test has delivered sustained, significant and meritorious service to his country and to the development of the art and science of test flying. Mark Bowman is therefore awarded the Derry and Richards Memorial Medal.

SIR ALAN COBHAM MEMORIAL AWARD

Flt Lt Hubbleday is an outstanding junior officer assessed to be at the very top of his peer group and was awarded his RAF Flying Badge with Distinction; an accolade that is reserved for very few trainee pilots.

It was clear from his earliest general handling sorties during training that Flt Lt Hubbleday was a talented aviator and, in aerobatics and circuit flying in particular, he quickly displayed an innate feel for the aircraft, and his attitude toward instruction quickly identified him as an exceptional trainee. In recognition of his flying achievements, he was awarded numerous trophies and accolades during training.

Additionally, away from flying, Flt Lt Hubbleday acted as a volunteer for numerous fundraising events, raising significant charitable donations in the process. Flt Lt Hubbleday is an individual who has shone brightest among a highly talented group of trainees; he is accordingly awarded the Sir Alan Cobham Memorial Award.

THE JOHN LANDYMORE TROPHY

To be presented to Daniel McCormack at a later date.

AWARD FOR AVIATION JOURNALISM

For the last seven years, programme makers from BBC English Regions have been embedded with the Yorkshire Air Ambulance.

For the last four years, they have flown as fully-trained HEMS crewmen and women - line checked and trained to navigate. They have flown in excess of 3,000 sorties, assisting pilots and medical crews on urgent tasks, often with lives at stake.

With audiences of up to 3 million, the ‘Helicopter Heroes’ series has ensured that the work of HEMS helicopters across the UK has been given a valuable showcase. The programme is now on air in 12 countries around the world and a spin-off series is filming in Australia. The team's work has contributed greatly to public understanding of many of the issues facing HEMS crews.

In a world where journalists are often criticised for their lack of understanding of aviation issues, the 'Helicopter Heroes' team is a shining exception. For their advancement of public knowledge and awareness of this element of aviation, the BBC 'Helicopter Heroes' crew, represented by the Network Editor Ian Cundall, Chief Pilot Andrew Lister, and Programme Producer Andy Joynson, is awarded the Award for Aviation Journalism.

SWO RD OF H ONOUR

Over the past 38 years, John and Martha King’s use of clear, simple, and fun teaching methods have made aviation more accessible to thousands of pilots and maintenance technicians all over the world.

The Kings launched their flying business out of a spare bedroom in the early 1970s. Today, their company operates out of a dedicated complex in San Diego, California, and 'King Schools' continues to revolutionise pilot training by pioneering the development of new training courses. There are many hundreds of pilots throughout the world who know John and Martha and regard them as not only their personal aviation mentors, but as friends.

Through the years, the Kings have been dedicated champions for the cause of improving the risk management practices of general aviation pilots, and they speak to thousands of pilots each year on aviation safety.

For an exceptional contribution to General Aviation, spanning nearly 4 decades, John and Martha King are awarded the Sword of Honour.
After many years flying helicopters operationally, and subsequent tours as a fixed-wing QF1 in NI and RAF Barkston Heath, Maj Mark Martin became the Army Aviation Standards Officer for fixed-wing, a post he held for nine years. During his time in AAvns, Army fixed-wing strength grew from 7 to 42 pilots, the fleet tripled in size, homeland commitments more than quadrupled and there were enduring deployments to both Iraq and Afghanistan. Throughout this period of rapid expansion, Maj Martin became the bedrock of Army fixed-wing operations and he was instrumental to its success - its transformation in the modern era would not have been possible without his professionalism and personal sacrifice.

It is rare for one person to have had such influence over a whole area of defence capability and, following his retirement after 34 years service, he has left a lasting legacy. Mark Martin is a humble man who has gone the extra mile in every respect; he is truly worthy of formal recognition and is accordingly awarded the Master's Commendation.

A SECOND MASTER'S COMMENDATION
To be presented to RAAF Air Mobility Group at a later date.
assessment and today, he is regarded as one of the airline's best, and is certainly their most requested simulator instructor. Ian Fogarty has amassed some 8,000 hours in single-engine jets, the vast majority of which is instructional time, 1,500 hours in single engine helicopters, and over 12,500 hours in airline simulators. There are many, worldwide, who owe their careers, military and civil, to the dedication and skill of this man. It is in recognition of a lifetime of dedication to the art and craft of flying instruction, and to his students, that Ian Fogarty is awarded the CFS Trophy.

SIR JAMES MARTIN AWARD

Capt James Cunningham was instrumental in raising air safety awareness, firstly at the AAC base at Dishforth Airfield, and subsequently wider across all three Services. He implemented the new Defence Aviation Error Management System at that base, the first in the AAC, conducted the Training Needs Analysis and liaised with the Military Aviation Authority (MAA) and civilian aviation safety consultants. His Occurrence Investigation staff work was adopted as the ideal template and is now used by the MAA as Best Practice. His impact in this area of flight safety was significant across all three Services, and exceptional.

For his outstanding leadership, professional, diligent and meticulous manner in which he carried out his enduring flight safety duties James Cunningham is awarded the Sir James Martin Award.

JOHNSTON MEMORIAL TROPHY

The USAF 3rd Special Operations Squadron operates the MQ-1B Predator Remotely Piloted Aircraft in multiple theatres around the globe from control stations at Cannon Air Force Base, New Mexico. The 3rd Special Operations Squadron was the first USAF squadron to develop a quick-reaction expeditionary RPA capability. This emerging competency has furnished commanders with the presence of armed Intelligence, Surveillance and Reconnaissance coverage worldwide, in austere and contested environments, in very quick time and with limited external support. Since its inception in late 2012 the 3rd Special Operations Squadron Rapid Reaction package has been called upon by senior US leaders in five special forces contingency response operations, delivering timely and effective intelligence and surveillance for commanders often only hours after the initial deployment of the resource.

In recognition of this development and operation of new airborne systems, the members of the 3rd Special Operations Squadron USAF, represented tonight by Lt Col Eric Schmidt, are awarded the Johnston Memorial Trophy.

AUSTRALIAN BI-CENTENNIAL AWARD

Captain Patrick Murray began his flying career in the Royal Air Force in 1971. During this time he had an exchange posting to the Central Flying School of the Royal Australian Air Force before starting his civilian flying career in 1986 with Cathay Pacific. In 2001 he was appointed to the Australian Civil Aviation Safety Authority, where his work included oversight of one of the first trials of the Multi - Crew Pilot Licence (MPL).

Since 2008 he has been an Associate Professor and Director at the Aerospace Strategic Study Centre at Griffith University in Queensland where he instigated an award for the Australian Region of this Company in the form of a fully-funded Master of Aviation Management Scholarship.

Pat Murray has made an outstanding contribution to Australian Aviation through his training input, research, philanthropy, and his extensive work, in the areas of flight safety and cockpit and aviation management. Accordingly, Captain Patrick Murray is awarded the 'Australian Bi-Centennial Award'.

GRAND MASTER'S AUSTRALIAN MEDAL

To be presented to the Ageing Aircraft System Audit, the Tactical Fighter Systems Program Office, QinetiQ and Jacobs Australia at a later date.
Bill Black learned to fly in 1960 before eventually starting to fly commercially with the fledgling Ritchie Air Services in Te Anau, New Zealand, where he flew floatplanes before he was given a ride in the first helicopter ever to visit the area and immediately realized that this was the type of flying that he wanted to follow.

Apart from initial rotary type-training, Bill has been basically self-taught. He was a pioneer in venison recovery and mountain flying and has been involved in saving a great many lives, by day and night, often in freezing temperatures, hazardous winds, low visibility and at high altitudes.

In over 25,000 hours of helicopter flying he was involved in only one accident in which no blame was attributed to him. Bill flew in over 500 search and rescue missions including 313 mercy missions. He is a paragon of experience in his environment, possessing exceptional aptitude and unrivalled flying skills, ever fostering good airmanship and always willing to mentor other pilots. Now in retirement and still keenly flying his own gyrocopter Bill can reminisce on an era in New Zealand aviation the likes of which will never be seen again. He has been flying for 55 years and accumulated some 29,600 flying hours.

For his unique and outstanding personal contribution to New Zealand aviation, Bill Black is awarded the Jean Batten Memorial Trophy.

Ron Price has made a huge contribution to the field of aviation in Canada during a period of 25 years. In addition, he is a very capable fixed wing and seaplane pilot and has accumulated a considerable amount of experience in his lifetime’s flying.

He was the President of the Abbotsford International Airshow from 1998 to 2012 steering it to its successful place in the calendar of airshows in North America. Ron’s generosity in allowing the Guild, as it was then, to have a presence at the Abbotsford show as well as providing the fledgling Region with office space contributed very directly to the formation of the North American Region. Without his support and enthusiasm this would never have happened and the Honourable Company of Air Pilots owes Ron much gratitude for this.

For his leadership and assistance in developing the North American Region, based at Abbotsford, Liveryman Ron Price is awarded the Company’s Award of Merit.

Barnes Wallis was instrumental in getting the British Airship industry started with his contribution to the R100. In recent years, the lighter-than-air industry has developed markedly, led by a British SME, Hybrid Air Vehicles Ltd (HAV), which has finally solved a number of the problems with mainstream airships originally outlined by Barnes Wallis.

Since 2007, HAV has designed, developed, assembled and flown an entirely new type of aircraft. The Airlander flew in 2012 under a US Army programme, and the aircraft has now been brought back to the UK for preparation for its first UK flight at the end of 2014. Currently, it is the largest aircraft in the world, with the longest endurance and the biggest hull.

HAV has 21 patents related to technologies of this aircraft, and the innovations are not just the integrated design, but the use of materials. All of these are innovations in their own right and have permitted a hybrid aircraft not reliant on mooring masts and huge ground support.

For this exceptional and innovative development in aviation, Hybrid Air Vehicles, represented tonight by three of those involved, is awarded the Sir Barnes Wallis Medal.
he took-off just as the airfield closed, evacuating 182 civilians, using all available seats and strapping more than 100 passengers to the floor.

Then, just 12 hours later, Flt Lt Eddy and his crew were once again in the Juba overhead for another evacuation task that proved to be equally difficult. This time, after 45 minutes in the hold, and low on fuel, Flt Lt Eddy decided to conduct an approach without ATC clearance and carefully navigated his aircraft through the areas of lowest traffic density. Despite his best efforts, he was forced to break-off two approaches due to conflicting airborne traffic. Undeterred, he tried again, landing on his third attempt and subsequently evacuating another 93 civilians. Flt Lt Eddy's exceptional judgement, dogged determination and outstanding service in the air led directly to the safe evacuation of 275 civilians from South Sudan. He is accordingly awarded the Grand Master's Commendation.

HUGH GORDON BURGE MEMORIAL AWARD

About 110nm short of HK, on an otherwise routine flight from Indonesia of a Cathay A330 with 322 passengers and crew, a warning suddenly indicated that the No 2 engine had stalled. The crew set the No 1 engine to maximum thrust and requested a priority landing. But then, another stall message was received, this time for the No 1 engine - meaning that neither was now producing any thrust.

The crew had only a few minutes before they would be at sea level. With no precedent or clue as to what was causing the problem, all the Capt could do was slowly move the thrust levers in the hope power would somehow return to one engine. Gradually, power returned intermittently, but importantly, sufficient to maintain flight on one engine to the airport.

But to compound matters, just as the plane came in to land, as Capt Waters shut off the levers to reduce power he found it to be jammed-on at about 70 per cent. All sorts of warning lights and noises were sounding and the cockpit suddenly became a very noisy place. With engine No 1 jammed on, the plane came in at 180km per hour faster than it should have been. On first contact with the runway, the plane glanced back up in the air, rolling steeply to the left before the Captain was able to regain control and settle it back on the runway. As they could see the end of the runway approaching fast, they instinctively applied reverse thrust and, amazingly, the aircraft stopped only 300m short of a very long runway. But, because they had landed at over 400km/hr and still managed to stop before the end of the runway, the brakes were superheated and the temperature gauge soared to more than 1000C. No passenger had a scratch on them from the landing, but realising the possibility of the tyres exploding and rupturing the fuel tanks in the wings directly above the wheels, the captain took the decision to evacuate the aircraft using inflatable slides. A number of passengers and crew were injured during the evacuation process, but all survived.

The two pilots were the last to leave the plane. A subsequent investigation found contaminated fuel to be the cause of the engine malfunctions. For their calm, professional actions, resulting in the saving of all 322 lives on board Flight 780, Capt Malcolm Waters and First Officer David Hayhoe are both awarded the Hugh Gordon Burge Memorial Award.

PRINCE PHILIP HELICOPTER RESCUE AWARD

'Rescue 193' a RN Sea King helicopter from RNAS Culdrose was launched on 1 February this year to assist a RNLI lifeboat in rescuing a French fishing vessel under tow. 'R193' arrived overhead, in the dark of a very stormy night, to assess the scene. Visibility was less than 4000 metres, with 30ft waves and 45 Kts of wind. Hovering at 60 feet, the swell was so severe that the relative height of the fishing vessel was fluctuating between 20-100 feet from 'R193.' With the weather deteriorating rapidly, the boat drifting towards the rocky coast and capsize imminent, 'R193' now had to react quickly and alone.

The lifeboat was repositioned downwind and the fishermen instructed to jump into the sea, one at a time and swim clear of the vessel. Pre-positioned ready for an immediate rescue of the survivors, the winchman, PO Adams, made his first recovery, fighting through significant swell and spray to make contact with the first man in the water. Adams then quickly made himself ready and conducted the rescue of a 2nd fisherman. Quickly returning for a 3rd fisherman, Adams was this time fully submerged beneath a large wave. At that point, close to exhaustion and having ingested sea water, Adams had to inflate his emergency lifejacket to assist his own efforts to remain buoyant. Once on the surface again, he continued to the 3rd survivor and conducted another successful recovery to the aircraft. By this time Adams was vomiting from the effects of ingesting sea water, but once again agreed to be lowered down to the sea.

He conducted a further 2 rescues during which he was dragged just above wave top height and battered by severe wind and spray throughout, but the aircraft could not maintain position sufficiently to effect the rescue of the last fisherman who had now drifted towards the lifeboat, and was, with great difficulty, able to be recovered by its crew.

This was an exceptional rescue in extreme conditions using the highest standards of crew co-operation, flexibility and determination to overcome a series of severe and unexpected challenges. PO Russell Adams' actions were, in particular, meritorious and deserving of recognition. However, this rescue mission
was a team effort and the entire crew of Rescue 193 is accordingly awarded the Prince Philip Helicopter Rescue Award.

AWARD OF GALLANTRY

On 20 September 2013, a pair of Chinook helicopters inserted a number of soldiers to a location in Afghanistan to carry out an operational mission. The soldiers were delivered without incident, but soon after the insertion called for extraction, advising that they were pinned down and now involved in a heavy exchange of fire with the enemy. To compound matters, one of the pair of Chinook aircraft experienced a fault, leaving the mission leader to complete any troop extraction alone. The situation was deteriorating rapidly - one of the troops was shot in the head and the Apache attack helicopter providing airborne support was in the process of being replaced, having expended all its munitions.

As the Chinook neared the primary landing site, the troops advised that the enemy had set up an ambush and were prepared for its arrival. Despite this warning, with the lives of the soldiers in mortal peril, the crew persisted to fly inbound to the extraction location. Beaten back by heavy enemy fire on the first attempt, they showed immense bravery in making two further attempts to reach their stranded colleagues, on each occasion manoeuvring their aircraft at the very edge of its operating envelope, at very low level to evade enemy fire. Unable to reach the soldiers in spite of their valiant efforts, the crew landed in the desert to conserve fuel and await support, but with supporting fire from the replacement Apache proving insufficient, the opportunity to recover the troops was diminishing rapidly.

The Captain, recognising that his crew offered the soldiers' only chance in this ever more dangerous situation, knew that he would have to extract the troops under direct enemy fire. Despite the obvious danger, the helicopter made its approach, eventually managing to recover the stricken soldiers. The Army ground commander commended the crew for their bravery and tenacity under fire during the rescue operation. For their outstanding courage and professionalism, with little regard for their own safety in the face of a highly determined and well trained enemy, all members of the Chinook crew Sqn Ldr Steven Deyes, Flt Lt Andrew Smith, Flt Sgt Daniel Baxter and Sgt Jonathan Frank are deserved recipients of the Award of Gallantry.

The 2014 Sir Frederick Tymms Memorial Lecture

THE WONDERFUL MEN AND WOMEN OF THE AIR TRANSPORT AUXILIARY

REPORT BY THE EDITOR

The ladies of the ATA with a Spitfire

This year's Sir Frederick Tymms Memorial Lecture was delivered by Clare Walker, a Liveryman of the Company. In 2012 she was inducted into the Women 1st Top 100 Club of the most influential women in hospitality, passenger transport, travel and tourism. After a career in national newspapers and magazine publishing, aged 50, she gained her fixed-wing single-engine licence, then her helicopter licence and finally her multi-engine rating. Along with her close involvement with the RAeS, her other interests include classical music and she is Vice Patron of the Docklands Sinfonia Orchestra.

The Lecture was held on 24th September at the RAeS Headquarters, 4 Hamilton Place. Some 60 Masters and Clerks from 32 Livery Companies, along with many members of the Honourable Company of Air Pilots, were present.

Following an introduction by the Master, Clare set the scene as follows: "Good evening, ladies and gentlemen and thank you for inviting me to deliver the Sir Frederick Tymms Lecture on the Air Transport Auxiliary - fortuitously in the month that the ATA celebrates the 75th anniversary of its founding. But I choose to begin my lecture at the end of the story.

The date is November 30 1945. The place: White Waltham Airfield. The event: the final lowering of the Air Transport Auxiliary flag, marking the disbandment of one of the most extraordinary aviation organisations that has ever existed. Just a few months after it was founded, on September 3 1939, two days after Britain declared war on Germany, it became:

• The first organisation anywhere in the world where civilian pilots were employed to fly military aircraft
• The first to pay women to ferry military aircraft
• The first to allow civilian women to fly fighter aircraft
• The first to allow women to fly four-engine aircraft
• And finally, remarkably, the first organisation to grant men and women equal pay as a matter of policy.

By the time the ATA flag had been lowered, the members of the ATA could hold their heads high because, collectively, they had:

• Ferried more than 308,000 aircraft
• Flown 87 different types of single-engine aircraft
• 46 types of twin-engine aircraft
• 11 types of four-engine aircraft
• And 4 types of flying boat
• Making a grand total of 148 different
aircraft types.

- At its peak in 1944, there were 22 ferry pools, bases or stations.
- By the end of the war, its pilots had flown more than 742,000 hours.
- During the course of five years, 164 of the ATA's 1,318 pilots were women. 26 American women signed up and other countries represented included Australia, New Zealand, Canada, Poland, Holland, Chile and South Africa.
- Because of the difficult conditions they flew in and the pressures they were under to deliver as many aircraft as possible, 154 ATA personnel lost their lives, of whom 14 were women.
- In total, 86 ATA pilots, including 11 women, received honours including CBE, OBE, MBE and the King's Commendation for Valuable Services in the Air.

Now that's the worst of the figures out of the way, we can get down to some of the wonderful stories about the ATA pilots and their routines. The man whose inspiration created the ATA and who remained at its helm throughout the war was Gerard d'Erlanger, a Director of what later became British Airways. Two of its best-known pilots were Flight Captain Jim Mollison, the first person to fly the Atlantic solo from east to west, and his even more famous ex-wife, Amy Johnson, the first woman to fly solo from England to Australia – only the third solo flight. Although the men vastly outnumbered women, it was the 164 women who flew as ferry pilots who created the most media interest – both then and now. No doubt many of you here will have seen recent television programmes, including one entitled Spitfire Women. Because it was the first time women had been allowed to fly military aircraft, in particular the iconic Spitfire and then the big four-engines, most of the source material about the ATA comes from their autobiographies and biographies. Surprisingly, few have been written by men. So if I seem to concentrate too much on the women, I apologise, but there is considerably more source material from and about them."

Clare continued to enthral her audience with the story of the ATA and some of the extraordinary characters that worked for it. These included Stewart Keith-Jopp, a journalist described as an 'incredible, one-eyed, one-armed die-hard of the last War,' Wal Handley, the speed track ace, Philip Wills, shipping director and glider expert, F D Bradbrooke, editor of Aeroplane magazine, and Bill Harben, who had recently flown back from Africa with his two newly-acquired pets, a cheetah and a chimpanzee. The ATA ladies were equally exotic. They included Diana Barnato-Walker, daughter of one of the Bentley Boys and It girl of the period, the diminutive Joan Hughes, only 5 ft 2 inches tall but a brilliant pilot and instructor, Lettice Curtis, Liveryman of this Company, Pauline Gower, head of the women's section and Faith Bennet, an actress married to a Hollywood producer who returned to England to do her bit for King and country. Rosemary Rees, another lady pilot, apparently said during a flight back to base in an Anson as a passenger after delivering an aircraft:

"Imagine all those people down there. They're probably thinking as they look up: 'brave bomber boys off to do their stuff' and actually inside are a lot of women knitting." Despite all the dire warnings about women not being physically strong enough to fly four engined aircraft, they ferried hundreds with only the assistance of a flight engineer, with no accidents. Rosemary Rees recalled an argument with a Wing Commander about a York she was collecting. She wrote "He said it was so heavy compared with my five foot three and seven stone weight. I pointed out that I was not proposing to carry it, but on the contrary, make it carry me."

Diana Barnato-Walker suffered some embarrassment when, whilst barrel rolling a Spitfire, a powder compact shot out of one of her pockets, scattering face powder everywhere. The ATA's Chief Flying Instructor, the legendary Archibald Robert Octavius MacMillan, was given responsibility for developing a comprehensive training programme for the ATA. One of his ideas was the production of Ferry Pilots' Notes, which enabled ATA pilots to fly aircraft they had never seen or flown before. These Notes were written on both sides of a small card, carried by pilots for each flight. An illustration of how these were used came from Ann Welch, who was tasked to ferry an older, rarer aircraft, the Blackburn Roc: "I sat in the cockpit and read my notes how to start the Roc. Then I started her and while she was warming up, I read how to take off, then I took off and while I was flying to Hamble, I read how to land - and I never had a moment's worry nor a moment's wonder as to how something worked - it was all there!" Two women, Veronica Volkerz and Mary Ellis, even managed to fly the Meteor 3, Britain's first jet fighter. Inevitably there were casualties, the highest profile lady to lose her life was Amy Johnson, who broke the rules and flew above cloud and ended up losing her life.

Clare also outlined the role of women pilots in other nations during the War, describing the experiences of women pilots in Germany, Russia and the USA.
France, on the other hand, made no use of its female pilots, to their huge frustration. One was quoted as saying "Knit? They want us to knit? I don't even know how to knit. I want to fly."

In conclusion, she said "When the war ended, there were so many pilots looking for jobs as the RAF scaled down its operations and civil aviation started to find its feet in a changed world, that there was no room for the women as professional pilots - no matter how many aircraft types they had in their log books, how many thousands of hours they had flown or how many honours they had won. The vast majority of ATA women pilots accepted that, once the war was over, it was time for them to fade into the background again and return to family life. But a few raged against a system that had shown them how wonderful life could be when you were paid to fly aeroplanes all day every day - weather permitting. Despite their achievements, it wasn't until 1991 that the RAF employed its first operational female pilot, 46 years after the end of the ATA. British Airways waited until 1987 to take on board its first female pilot, 8 years after she had first completed her training with them. So, as we look back at the remarkable era of the ATA and its many achievements, will we ever see anything like it again? Almost certainly not. That soon became apparent to some of the ATA women who accurately predicted that, as aircraft became more complex, only those who have undergone the most thorough and specialist training could ever fly such machines.

Rosemary Rees described the ATA as "A phenomenon of the Hitler war...Never before had civilians participated to such an extent in aerial warfare. One can be fairly certain that they never will again. Now there are far fewer aeroplanes, costing several millions a-piece. There is no place in the air now for partially trained civilians." No doubt she was right. The Air Transport Auxiliary was a unique organisation, not so much the Lost Child - the initial call sign of its Air Movements Flight - more a child of its time, never to be repeated. It was the right organisation in the right place at the right time, staffed by the right people - and it served our country extremely well."

Clare's outstanding presentation was greeted with acclaim by all present. Following a vote of thanks from the Master Elect, Squadron Leader Chris Ford, those present enjoyed a reception on the balcony of the RAes Headquarters.

Amy Johnson’s link with the Air Pilots

PAST MASTER PETER BUGGÉ

Sorting and cataloguing the material in the archives at Cobham House is an interesting exercise for several reasons, one being that it shows what a small world aviation was before the Second World War - the same names seem to occur in various activities in the wider aviation scene as well as in connection with the Guild of Air Pilots and Air Navigators, as the Honourable Company of Air Pilots was then called. This was evident when I read Amy Johnson's biography, 'Amy Johnson' (Collins 1967), written by Constance Babington Smith.

Amy's flight from England to Australia in 1930 is well known as the first by a woman pilot and was completed in a Gipsy Moth, G-AAAH, which she called 'Jason', the registered trademark of her father's business. She was able to buy the aircraft when she was assured of financial support by Lord Wakefield (who owned the Castrol lubricants company) who provides the first connection with our Company as he was an Honorary Warden of the Guild; he had also been Lord Mayor of the City of London in 1915/16. Furthermore, Amy's introduction to Lord Wakefield was arranged by Sir Sefton Branker, the Director of Civil Aviation and our first Master.

The next connection is Captain Walter Hope, a winner of the King's Cup air race, who ran a company called Air Taxis at Stag Lane where Amy Johnson had learned to fly and where she had gained her Ground Engineer's licence. It was one of Hope's aircraft that Amy bought, and Hope was a Founder Member of the Guild and a member of the Foundation Council. Also at Stag Lane, one of Amy's flying instructors was Captain Valentine Baker MC AFC, who was another Founder Member.

Following her successful arrival in Australia, Amy Johnson received a telegram of congratulations from Sir Sefton Branker inviting her to become an Honorary Member of the Guild, to which she replied accepting. The copies of both these telegrams which are in the archives are, I think, in the handwriting of Lawrence Wingfield, our first clerk, and it is his care in recording and preserving so much of the early correspondence concerning the Guild that allows us an insight into its formative years.

After Amy arrived in Australia she was at one stage flown in one of ANA's Avro X aircraft from Brisbane to Sydney; the pilot was Charles Ulm, joint owner of ANA with Kingsford-Smith and with him a (Honorary) Founder Member of the Guild. It is a reminder, perhaps, that the full title was originally The Guild of Air Pilots and Air Navigators of the British Empire.

I found the copy of 'Amy Johnson' that provided most of the detail above in the library at Cobham House and it has a stamp '14, South Street' on the flyleaf. This was the Guild address between 1965 and 1969 which suggests that the book, which was published in 1967, might have been presented to the Guild by the author. This theory is supported by the existence of two signatures on the title page, one of 'Jack' Humphreys who taught Amy her ground engineering at Stag Lane, the other of Thomas Scarborough, the engineer at Prestwick who had assisted Amy into her Oxford aircraft on the day before she was lost in the Thames estuary on 5th January 1941 and who gave evidence to the subsequent Enquiry. In view of the significance of these signatures I have placed this book in the archives.
Farnborough was rather special this year, not only displaying at the airshow with the Great War Display Team under the watching eye of Past Master Rick Peacock-Edwards and Liveryman John Turner (who were on the Flying Control Committee) but I was very fortunate to be invited by Freeman Ben Griffiths for a flight on the Super Connie on the Monday afterwards as a guest of Lockheed Martin and Breitling. I grew up near Farnborough where my father worked at the Royal Aircraft Establishment for many years, so Farnborough has many special memories - not least the classic airshows.

As a child my first flights were on turboprops and jets such as the Britannia and Comet, and apart from a Bristol Freighter trip with the family car to Oostende, I had never experienced piston airliners before. Therefore with my passion for radials, it was a real treat to be invited to have a trip on one of the most iconic piston airliners, the Super Constellation. We were told to report at the well appointed TAG facility ready for a 9am flight. However, the weather had other ideas and there was a delay to wait for the low cloud and mist to lift sufficiently for the VFR operations the Super Connie flies under. The crew that operate the aircraft are all volunteers and delight in sharing the pleasure this aircraft brings. Walking across the ramp gave plenty of time to revel in the dolphin like shape of the fuselage and the dainty triple fins. The influence of Howard Hughes and his notorious attention to detail certainty bore fruit in the exquisite appearance of the aircraft.

Originally operating as a military transport, the interior is very spacious with about half the cabin area set up as seating and the rest open. The absence of overhead lockers gave a real feeling of space and during the flight we were free to wander around the cabin, take pictures through the large windows and look into the cockpit which, unlike today’s airliners, has no door let alone one that is locked! Having a few radials of my own, I could not resist asking if I could unstrap and film the engine start from an over wing window (there being no seats here) Again this was no problem and I could savour the usual smoky radial start of the 3250 HP Curtis Wright. Noise levels were very reasonable during the taxi and run up checks on the runway before we launched. Even with takeoff power set, the noise levels were not that high but indeed sheer music to radial aficionados. The only area that modern aircraft have the edge is in air conditioning.

The aforementioned weather had cleared sufficiently for VFR flight but limited the height we could climb to. This was no hardship as we had wonderful views as we tracked down to Goodwood initially, then along the coast past Shoreham to turn around at Brighton before coasting in at Littlehampton, past Arundel Castle and returning to Farnborough after some 45 minutes. The crew were working hard to safely navigate at this level with the assistance of two GPS’s, a CAA 500k chart and the local knowledge of former BA Concorde Captain Roger Mills.

It was an interesting contrast to the normal navigation of the original transoceanic flights, where the navigator has his own station outside the cockpit with aircraft instruments repeated to aid DR navigation and an astro porthole together with a sextant tube in the roof for taking sightings. In a similar manner, the engineer’s station seated sideways on the starboard side has its own set of engine controls and instruments to carefully nurture the engines. A wonderful end to the Farnborough weekend and my thanks go to Ben, Lockheed Martin, Breitling and the team who fly, preserve and maintain the Super Connie especially Captain Ron de Jong and his crew. You can find more information at their website www.superconstellation.org.
The air show scene was dominated this season during August and September period with the presence of the Canadian Warplane Heritage Museum’s Lancaster FM213 “Vera” in company with the Battle of Britain Memorial Flight’s own PA474 “Thumper”. This was a wonderful enterprise by the Canadians supported and hosted by the BBMF to provide emotional memories to many. It also provided an unexpected dividend at the Duxford September Air Show. The Great War Display Team (GWDT) had a busy Saturday displaying at Romsey, White Waltham and finally Duxford and after landing were told there was some bad news - due to the expected crowds on the Sunday because of the presence of the two Lancs, the aircrew bus would be leaving the hotel an hour earlier and would not even be taking us to Duxford but Cambridge. After the initial confusion, it was quickly explained that Plane Sailing PBY-5a Catalina would be providing three shuttle trips to ferry the display crews so they would arrive in time for briefing and displays. Cue much excitement from even the most experienced display pilots! We were briefed that the flight would be 3 minutes and after take off we would be free to move around the aircraft. In the event, the wind meant a change of runway so the flights were over 10 minutes, but no one was complaining. The Catalina team were very organised and the GWDT took the second flight and, as the pictures show, thoroughly enjoyed the experience. Observing the traffic congestion from the panoramic blisters, we could further appreciate the privileged form of transport. We even had the pleasure of seeing both the two Lancs and the Catalina displays after our slot. Thanks all at Duxford and Plane Sailing for this novel air show transport.
I was extremely fortunate to receive one of the relatively small number of scholarships that are offered each year from FSDP (Flying Scholarships for Disabled People), with my sponsor being the Air Pilots Benevolent Fund. I had always wanted to fly and therefore studied Physics at 'O' Level and started studying it at 'A' Level, but my careers officer at the time told me that they don't accept women pilots so it was pointless to continue. I was devastated by this, but as I could draw well I went down the art route instead and had a very good career art directing national magazines and newspapers.

About ten years ago I had to stop work as Art Editor on The Daily Telegraph as I sustained many work injuries in my wrists; arms and shoulders; neck and back; and right knee. I was also diagnosed with M.E./C.F.S. (Myalgic Encephalomyelitis), which made me bed bound and have no energy to sustain even a short conversation. I also have an underlying condition of Hypermobility Syndrome. Seven operations and almost a decade later I am able to sustain periods of activity, but felt that I really had nothing in my life anymore that I was physically and mentally able to achieve, apart from getting through a day, pacing in small activities, and seeing doctors, physiotherapists and consultants. I was very good at covering up how miserable I was feeling and hiding myself away. Then I found out about the flying scholarship on the television and that tiny ember buried deep down in my head started to glow. I felt that I had a way out.

My flying scholarship took me to Old Sarum in Wiltshire with 'Shadow Aviation Flying School' run by Fiona Luckhurst and Ray Proost. I was paired up with another fellow scholar, Sherrill Semple, with whom I clicked instantly with when we first met at the four day selection process at RAF Cranwell. I was looking forward to challenging myself again with something that really would totally stimulate my brain. I needed to prove to myself that I could still learn, achieve, and also manage all this with limited energy and physical limitations. I wanted to feel that I was living again. I knew that however hard it got I would never give up, as the lure of flying was too strong, and the support I had around me would help me achieve my dream of being able to pilot an actual aeroplane. The first two days of the scholarship was mixed with so many differing emotions, from being scared, overwhelmed, to terribly excited, and I really had to let myself go and not fight it. After I landed on day three I went into the hanger and just burst into tears from so much bottled up emotion and frustration that I had hung on to over the years, as I realised what I was actually doing. And what I had just done was to fly myself (instructor at my side!), using all three axes, over Stonehenge, our amazing equivalent to the pyramids!! I did it. I was able to coordinate my body with my brain, actually relax for a bit whilst flying, and feel a great sense of release and freedom, both physically and mentally.

With 'Shadow Aviation' the aeroplane my 'wingwoman' (as we called each other) Sherrill and I were flying was a C-42 microlight called 'The African Queen'. Our instructors, Fiona and Ray, also teach in a Shadow microlight, which I referred to as a 'half plane'. I was offered to go up and fly in the Shadow, 'George', but it looked quite frankly like a long clear coffin to me and I was not keen at all. I gained in so much confidence as the course progressed, and I loved ground school too, that by the end of the second week I was up in 'George' and did my best unassisted landing ever! Flying in the Shadow, with its large wingspan and incredible full vision, felt like being a bird. The slightest movement on any of the controls made the aeroplane react straight away, and we soared through the sky. The C-42 was also sensitive to each movement on the controls, but reacted a bit slower than the Shadow. Two very different feelings, with two different types of aircraft. How lucky was I...

Learning to fly from scratch in a short amount of time (25 hours of flight time, plus ground school, over a period of four weeks with a break in the middle to consolidate what we have been learning), and managing my disabilities, has made me realise that I still have capabilities and am able to grasp at life, and not only that, I can hold my head up high again and tell the whole world that I can actually fly an aeroplane! My confidence is returning, and I don't hide away anymore. I find I can now talk about my disabilities clearly, whereas before I would try and pretend that all was fine and be secretly frustrated with myself that it really wasn't. I feel happy again. I am not going to let this feeling and sense of pride go and I now want to continue to fly and get my PPL(M). I have already taken four out of the five exams, and passed them, I have soloed twice, and I can also fly two types of aeroplane. The experience that I have gained from my scholarship is truly a lifesaver, and I’m not exaggerating. The thrill of learning and mastering an aeroplane must surely continue for as long as a pilot flies, along with the sense of freedom and feelings of achievement. I don't want to let any of that go, so watch this space...

The Shadow

The C42
With August 2014 came the opportunity to mark the commencement of that terrible conflict and in particular the involvement of the Army aircraft of 2 Squadron which became later the RFC. In particular the arrival of the first machine on 13th August 1914 on French soil of Lieutenant Hubert Harvey Kelly in a BE2 at Amiens. The Western Front Association, and in particular their Vice President Graham Parker, started planning a full three years before for the commemoration and had underwritten the reasonable costs of the Boddington/Slater BE2 replica to be present and be the centre piece flying at the two major ground based services intended, the first one at Amiens in the morning and the second, later on the same day at Arras. The planned day, intended was of course August 13th 2014, exactly 100 years after that first arrival.

In order to bolster the aircraft numbers the de Havilland Moth Club’s Display team of Tiger Nine were invited via John Gilder who took on most of the liaison work. That then led to a more general invite to Moth biplane aircraft to join in. The invitation caused a flurry of entrants and rather quickly a list of some 23 aircraft was amassed mostly flying on Permits under the LA A banner.

But before one could fly, came the paperwork, including of course agreement for Permit aircraft into France, and including a number with military markings which need special clearance. Peter Gould, a DHMC member in France, worked with the very helpful French DGAC to obtain the relevant permissions which came through very quickly. However despite the efforts of many, a French Display Director could not be found and without that no organised display could be held at either of the two locations.

The basic plan was that the group would leave Headcorn at midday on Tuesday the 12th, led by the BE2 and routing via Swingate Down [the original stepping off point for Harvey Kelly] and congregate at Abbeville which would be the base for the expedition. The church services were planned at Amiens at 11.00 on the morning of the 13th and the later one at Arras at 5pm on the same day. A return to Abbeville for an overnight before the return to UK on the 14th, hopefully for most in time for the De Havilland Moth Club (DHMC) major Woburn event due on the 16th and 17th! Late on in the planning came the news that the replica BE2 would be joined by two more full size replicas shipped from New Zealand, and there was much effort expended in trying to assist with their paperwork! This was all looking good!

But things were not to continue smoothly, Hurricane Bertha made her unwelcome presence felt and it became obvious that the rendezvous at Headcorn on the Monday for the Tuesday departure was not going to happen for most. But hope sprang eternal for the Tuesday, but again strong gusty winds over the southern half of the UK deterred most although the BE2 Boddington/Slater did make it to Headcorn but it went no further and the two NZ ones stayed safely in a hangar at Old Warden with one of the intended pilots describing the roll response of the BE2 as being approximately 25% that of a Tiger Moth. Those familiar [who isn’t] with the aileron response or rather the lack can understand why the BE2s remained safely tucked up at Old Warden! All credit to Matt Boddington for his sterling effort to reach Headcorn! It was understood that on landing he sought two things, a hangar and a bar, in any order!

However all was not lost, for the members of the DHMC are not easily deterred! By late on Tuesday 12th we had six Tigers and one Hornet present at Abbeville, with more at Headcorn promising an early flight to France on the Wednesday. The Aero-Club d’Abbeville-Buigny Baie de Somme, based at the airfield were most helpful and the hotel on site managed by Pascal provided much needed sustenance and some accommodation!

Next morning Wednesday 13th August the Hornet flown by Past Master Dick Felix and Mark Preston was despatched first to Amiens to deliver the RFC Commemorative wreath for the start of the service at 11.00 while the six Tigers...
were arranged in two "vics" of three for a flypast at 11.30 followed by a stream landing and simultaneous shut down in front of the large crowd, many clad in 1914 garb. This was greeted by the crowd with six spontaneous rounds of cheers!

During the lunch, kindly provided by the Aero Club de Picardie and the Western Front Association, another four Tigers and the only airworthy Queen Bee arrived direct from Headcorn to join in. That made twelve all told and we were delighted to see them! The lunch was worthy of some Michelin stars and was very much appreciated by all.

A flight during the afternoon took the group to Arras, routing overhead many of the cemeteries and war memorials in the area, providing a telling reminder of the extent of the casualties during that terrible conflict. On arrival at Arras the Aero Club had laid on coffee and a small reception. Just before 5pm the majority took off to return to Abbeville but by chance [!] passing on track overhead the Citadel where the main service of commemoration was timed to start at 5pm. Apparently the Welsh choir had just completed the opening hymn when the loose formation passed by, greeted we understand to spontaneous applause by the thousands of people there, who could well have been forgiven for thinking that the flypast had been extensively choreographed. The ceremony at Arras closed with a flypast of a Tornado, appropriately enough from 2 Squadron.

The return flight for the Tigers to Abbeville was without any incident and at the evening dinner at the airfield 40 people toasted the "Gentlemen of the RFC", all having gained a better appreciation of the courage of the pilots in the early aircraft 100 years ago.

The majority of the group returned to the UK on the Thursday, early departures missing the squall line of thunderstorms sweeping up the channel, later departures regretted not getting up earlier! To our knowledge no mechanical problems were manifest and everybody returned safely with the majority making their way to Woburn to fill their week of aviation involvement!
Eight or so fixed wing aircraft, together with a couple of rather shiny helicopters, not to mention a fair few motor vehicles, became time machines for the day. Their pilots and passengers, alighting on a grass airfield in a backwater of Essex, were transported back a century. For we were privileged to be shown around the only extant WW1 airfield in the UK, moreover by its saviour and rejuvenator, Russell Savory. After tea and coffee in the atmospheric café hut he related the saga of how he came to resuscitate this rural jewel. “Up at sunrise and sunset every day”, this man is clearly not only endowed with enormous energy and commitment, he is also a polymath: race engine designer, race car engineer, ornithologist, conservationist, educationalist - I have probably omitted another few strings to his bow! He acquired the Stow Maries site near Maldon in 2004 for business premises, and his early clearance work revealed the relative completeness of this WW1 site. This had reverted to agricultural use soon after the Armistice, but demilitarisation did not prevent its being bombed by the Luftwaffe in WW2! Whilst much has been achieved, (and help from the Lottery was welcome), much remains to do. Savory, now the sole driver, alongside trustees he has recruited, is looking for £2m from the HLF to reconstruct several hangars. He has obtained a II* listing to protect the site from the ravages from any planners of the future.

As film maker Peter Jackson looks to relocate his 40 odd vintage/WW1 fleet from New Zealand, Russell hopes that several will find a home in Essex. This would enhance his overall objective - to create “a living museum with smells”. Stow Maries was one of several fields created in the early years of the war to throw a protective ring around London. 37 Sqn operated from there, and also at Rochford and Goldhange. With the Gothas and Zeppelins using the estuaries of the East Coast as primary nav aids, Stow Maries was busy – particularly at night. However with such squadrons largely operating obsolescent types retired from the Western Front, morale was not of the highest. Moreover pilots were posted there with minimal training: Russell recalled one pilot with only three 15 minute solo flights in his logbook before arriving there!

With a Manning level of nearly 400 at its peak, Stow Maries was a large site. The recently erected war memorial lists the names of 10 pilots, most of whom were 19, the eldest 23. Excavations on the site and donations by locals have resulted in copious and interesting displays of artefacts relating to the squadrons based there. Russell is almost evangelical in his desire to use the airfield for the benefit of local schools. He has instituted a ‘rocket challenge’, the first of which resulted in 19 schools attempting to launch 2 eggs to precisely 825’ and return them unscathed to terra firma. The winners were a girls team, he noted.

The conservation aspect of Stow Maries also fuels the interest of the young - there are five species of owls in residence, for example, and Russell showed examples of some of his stunning wildlife photography. The variety of wildlife has been greatly enhanced by the absence of pesticides during its agricultural use. After a tour of the site, in his concluding talk Russell mentioned he is also looking to enrol four schools into the LAA’s Build a Plane initiative. Warden Chris Spurrier was sufficiently moved to volunteer a £100 donation to this project (“for a propeller”) from the Company’s Benevolent Fund, rapidly seconded by your author.

Thus ended an uplifting visit to more than an airfield. It was back to the 21st C by car, aircraft and helicopter!
Opened in 1988 by farmers Fred and Harold Panton, the Lincolnshire Aviation Heritage Centre (LAHC) Museum was initially created as a memorial to their older brother Christopher who was killed in action during the night of March 30/31, 1943. The Museum is situated on the former WW2 airfield of East Kirby. The LAHC has now expanded to become a Memorial to the 55,500 Bomber Command aircrew lost during WW2. The main attractions are the Lancaster NX211 'Just Jane' and Douglas C47A N473DC.

'Just Jane' performs taxi runs on programmed days from March to November. This aircraft was built for the cancelled Far East campaign but held in store until sold to the French Navy after retirement. The Lancaster was refurbished and flown to the UK. Thereafter, following several owners, it was purchased by the Panton brothers and after spending some years as Gate Guardian at RAF Scampton it was moved to East Kirby in 1989.

The C47A is a WW2 veteran that served with USAAF, RAF and RCAF and took part in Operations Neptune (D Day), Market Garden (Arnhem) and Varsity (Rhine crossing). It is airworthy and earns its keep participating in airshows and re-enacted WW2 parachute drops. An interesting internal feature are the inscriptions scratched on the inner fuselage sides made by troops in transit.

LAHC holds other aircraft for restoration including a Percival Proctor, a Handley Page Hampden plus several large pieces of a Vickers Wellington. The Museum has evolved as a walk-round WW2 experience accommodated within several preserved buildings.

The main hangar contains Lancaster 'Just Jane' and the C47A but around the side areas are historical features including relics of excavated aircraft parts and a Spitfire front fuselage. Examples of RAF bombs include replicas of Tall Boy and Grand Slam in company with a number of period service vehicles. Close by are Nissen huts, one of which displays a briefing room laid out for a Berlin raid - quote of the time 'a room full of smoke, sweat and fear'. Another is an aircrew billet showing beds scattered with personal items but empty spaces announce non-returning aircrew. The Memorial Chapel holds a Roll of Honour naming 848 servicemen who were lost flying from East Kirby from 1943 to 1945.

A Home Front exhibition illustrates wartime civilian lifestyle, including ration books, gas masks, evacuation activities, an Anderson Shelter and farming equipment. The control tower is set out exactly as at a wartime operational airfield. Every floor contains a relevant diorama of equipment and personnel and features realistic sound tracks. A windsock with real bullet holes in it sways in the wind alongside.

The RAF Escape Society award winning exhibition contains innovative historical artefacts used to assist evaders and escapers plus the repatriation routes provided by the Dutch and French Resistance.

This is a fascinating and evocative experience. Visitors line up alongside 'Just Jane' to watch the start-up preparations. Helmeted crew signal from the cockpit. Fire crew raise thumbs-up. A whirl of starter motors, engines cough, exhausts emit smoke, then the rasp of four Merlins. The run takes place on the grass area and is disappointingly slow, but nevertheless visitors can imagine themselves as part of the real Bomber Command scene and experience an atmosphere of relief and joyous welcome back.

The crew ran up the four Merlins for a few moments providing a quartet of sound like no other, then at shutdown a reflective silence occurs.

Editor's Note. Following the visit to East Kirby, the Company members stayed overnight in the Petwood Hotel, which once served as the Officers' Mess for 617 Squadron, the Dambusters, when it was based at nearby RAF Woodhall Spa. After dinner they were given a presentation by Liveryman Air Vice Marshal Paul Robinson on the plans to set up a Lincolnshire Bomber Command Memorial. Liveryman Paul Smiddy reports as follows.
Liveryman Air Vice Marshal Paul, son of veterans at the internment of a time a Spitfire pilot, and an ex CFS man county, which with 2500 men per base capsule at the site of the proposed maedefor massive military presence.

Command's 50 main bases were in the him self, bombarded us with statistics. 617 single focal point. The Master had joined Cathedral. More than half of Bomber museum 2 miles South of Lincoln to celebrate its military heritage at a operational bases in WW2 deserved its name of 'Bomber County' - was keen Lincolnshire - with no less than 46 earlier in the day at East Kirby. Robinson gave a very illuminating talk, which resonated with our experiences raised the sartorial tone anotch when we gathered for dinner at the very atmospheric Petwood Hotel.

Liveryman Air Vice Marshal Paul Robinson gave a very illuminating talk, which resonated with our experiences earlier in the day at East Kirby. Lincolnshire - with no less than 46 operational bases in WW2 deserved its name of 'Bomber County' - was keen to celebrate its military heritage at a single focal point. The Master had joined 10 veterans at the internment of a time capsule at the site of the proposed museum 2 miles South of Lincoln Cathedral. More than half of Bomber Command's 50 main bases were in the county, which with 2500 men per base made for a massive military presence.

Liveryman Air Vice Marshal Paul, son of a Spitfire pilot, and an ex CFS man himself, bombarded us with statistics. 617 Sqn arrived at Woodhall Spa in 1944 under the command of Leonard Cheshire, who proceeded to evaluate his pathfinding ideas in a P51 Mustang. The pathfinding role was then taken by 627 Sqn, and it was with this squadron that Guy Gibson eventually met his fate.

If the mood in the dining room was of typical Honourable Company bonhommie, it took on a certain chill when Paul transported us back 70 years to the night 617 Sqn, at the height of its Tallboy activities was sent to bomb the Kembs barrage on the Rhine north of Basel. One crew either died in their aircraft, or were murdered once they had parachuted to the ground. Of the 26,000 Bomber Command fatalities, their average age was but 20; 25% were non-British. The chance of baling out of a wounded Lanc was given as only 12%, and the chance of surviving a tour was only 27%.

The Lincolnshire memorial will cost £5.5m, and it intended that it will in due course record all 26,000 names, although the first phase will incorporate only those lost from Lincolnshire. The adjacent International Interpretation Centre will include the study of the suffering of the German civilian population. This will be named the Chadwick Centre after Avro's gifted designer. The museum will have links with the Luftwaffe Museum at Gatow (where I was struck by the dress uniform of Goering - before his Nuremberg diet!). The original design of the Lincoln memorial, some 50m tall, was shot down by English Heritage. It is now a mere 31.09m - coincidentally the wingspan of a Lanc. The target deadline is June 2015, which will be the anniversary of the Lincolnshire Magna Carta. Paul concluded his informative if very sobering talk with the glad news that the Heritage Lottery Fund had just decided to grant £2.5m for the Museum's fitting out.

The next day Company members visited the Battle of Britain Memorial Flight, a Company affiliated unit. Liveryman Paul Smiddy continues the story.

BBMF

And so on to RAF Coningsby, and that widely loved unit, the Battle of Britain Memorial Flight. Coningsby itself was rather busy as it was providing a temporary home for many of Waddington's aircraft displaced whilst the latter's runway was being resurfaced. We were greeted by Sqn Ldr Jeff Hesketh, now an 'ambassador' for the BBMF, but its Nav Leader from 2003 to 2010, with 8,000 hrs in his log book.

He gave us a succinct history of the unit, founded in 1957 at Biggin, and receiving its Lancaster in 1973. So although it is as much about commemorating the brave members of Bomber Command, it has retained its original title. Its fleet strength has varied over time, but currently consists of 6 Spitfires (of which 4 are Merlin-engined), 2 Hurricanes, 2 Chipmunks (for tailwheel training), 1 C47, and of course PA474, the much loved Lancaster. Like the Reds, its public exposure is enormous - 1.25m at Bournemouth over this year's 4 day festival, with 7-8m members of the British public seeing the BBMF at some stage during a typical year. At an annual cost, Jeff noted, of less than half Jonathan Ross's BBC salary (or 1.5 days' budget for a Typhoon squadron)! On the other hand, its fees for a three ship 15 minute display are extremely reasonable.

The unit has unusual staffing: of only 28 engineering staff, only 14 are full-time (they are all Reservists) - they are clearly both capable and committed. Similarly of the aircrew, only the Boss, Sqn Ldr Duncan Mason, and Flt Lt 'Parky' Parkinson (who seemed well known to a certain female member of the Company party) are full-time on the Flight. Jeff then showed a very well received 2005 TV documentary on the role of the flight. This covered a lot of ground, but one issue was perhaps of greatest interest to many members - the extensive
briefing for flights over London on engine failure drills in the single-engined aircraft. BBMF members know they are committed to ditching in the Thames, and neither Spit nor Hurricane is known to be good ditchers, so to speak. The process of converting onto the fighters was well shown, which was apposite since our visit coincided with the one day of the year when putative Spitfire pilots were being put through their paces by the OC in one of the Chippies. I imagine it was as tense a grading flight as these Tornado and Typhoon pilots had ever endured. Jeff imparted a final piece of good news - the Flight might be receiving a Mosquito from Norway - and not just to be a hangar queen.

We were then escorted around the hangar, the first stop being the C47, which was a true WW2 warbird, complete with inscriptions by nervous US paratroopers on its bare interior. The BBMF is particularly proud of its Mk2 Spit (one of the 'baby' Spits - ie Merlin-engined, in Flight parlance) which is the oldest flying Spit in the world, complete with 2 bullet holes from a Me109, and 4 confirmed kills. The Mk6 Spitfire achieved 60 missions in 60 consecutive days. The Flight is of course considerably aided in keeping such veterans where they belong by the emergence of a Spitfire manufacturing industry in the UK, and the BBMF clearly enjoys a symbiotic relationship with many of these contractors. Serviceability is also aided of course by using lower boost settings than was common in wartime. The finale was crawling around the Lancaster, or at least its rear end. The absence of its H2S, as it began its winter deep service, left a gaping hole in the rear fuselage which 'el'p'n'safety regs deemed was too dangerous for the Company's pilots to negotiate! We were all rather soberly shown how difficult it would be to abandon a Lanc in an emergency, whilst it was also obvious that the life of a tail gunner was both uncomfortable, and very much under threat. There were too many anecdotes to list here, but it really was a huge privilege to see the BBMF's assets at close quarters, and with such an informative guide. Long may the Flight continue.

From the desk of the Director Aviation Affairs

LIVERYMAN JOHN TURNER

INTRODUCTION

Aviation safety remains a focus for our work, both in professional committee discussion and in responding to consultation requests from a number of bodies. We have become increasingly involved in the latter and our work with SKYbrary continues to address the aviation safety theme. Also I wanted to mention 'reporting fatigue', which is causing concern within our professional committees and this year's EASA Safety Conference that focussed on General Aviation and included discussion of unmanned air vehicles. These, together with a potential solution to one of the shortfalls of the barometric altimeter, are covered below.

CONSULTATION

We have become involved in a plethora of consultation activities recently as follows:

- House of Lords Call for Evidence on the civil use of remotely piloted vehicles (RPAS) in the EU - Air Pilots response submitted in September
- CHIRP 5-year review – Air Pilots response submitted at the end of October.
- The economic impact of the General Aviation (GA) sector in the UK commissioned by the UK Department for Transport - consultants have asked for assistance in gathering data to support this work and we have circulated a survey questionnaire to all UK members; member's responses will
be routed via myself to maintain anonymity. I also hope to provide the consultants with assistance from members of the UK Education & Training Committee to further inform and guide their work. The consultation closes on 27 November.

• CAA consultation into the future of the CAA Medical Department - circulated to UK professional committee members and UK members with aviation medicine connections, the deadline for response is 11 December. There are fears that the CAA will close its medical department that will not only lead to the loss of an important independent source of medical knowledge but also leave doctors issuing aviation medical certificates unsupported and the pilots who rely on them unable to fly (or to work) for unnecessarily long periods.

These are examples of where we are able to provide specialist information and hopefully to influence future policy. As ever, the quality of our consolidated response depends critically on the information provided by individual members. My thanks to all who have taken a little time to support requests to date; if you've not been asked to contribute so far, my thanks in advance for any time you can spare to help sustain the quality of specialist information you provide.

SKYBRARY

Over November and December we revise articles we have previously endorsed. You do not need to be a member of my small band of reviewers to help with this; the views of all members are welcome and invaluable in helping to ensure our articles remain up to date. As a reminder, my email address is dda@airpilots.org. Endorsed articles will soon be marked with our Crest as ‘Content Controller’ but in advance of getting that implemented, all the articles we have endorsed to date are listed below; anyone wishing to view an article should find it on-line by entering “SKYbrary - article name” into a search engine.

• Emergency Turn
• Mitigating Risk for Non-Standard Flights
• Bird Strike on Final Approach: Guidance for Flight Crews

• Volcanic Ash: Guidance for Flight Crews
• High Altitude Flight Operations
• Unreliable Airspeed Indications
• Hot and High Operations
• Wake Turbulence Hazard - A Pilot Check List
• Deep Stall
• Engine Core and Fan De/Anti-icing
• Crew Resource Management
• Line Operations Safety Audit (LOSA)
• Engine Failure During Takeoff - Multi-Engine Transport Category Aircraft
• Aquaplaning
• Hypoxia
• Cockpit Automation - Advantages and Issues
• Hydraulic Problems: Guidance for Flight Crews
• Oxygen Systems
• Cabin Fire
• Monitored Approach
• Flight Crew In-Seat Rest
• Use of Radio Altimeter
• Flying a Visual Approach
• Recovery from Unusual Aircraft Attitudes
• Energy Management during Approach
• Ice Contaminated Tailplane Stall
• Aircraft Fire Risk from Battery-powered Items Carried on Aircraft
• Aircraft Fire Detection Systems
• Ice Induced Roll Upset
• Aerodynamic Stall Awareness and Avoidance
• Aircraft Fire Extinguishing Systems
• Flying a Manual Go-around

REPORTING FATIGUE

The last thing anyone wants to do after long hours at work is to volunteer for more paperwork, especially if that paperwork seems superfluous or ineffectual! Perhaps as a result, the number of pilot reports on crew fatigue and laser attack appears to be dwindling. At the same time, there is a general feeling that crew fatigue is becoming an increasing problem and that the number of laser attacks, particularly at certain airports, is undiminished.

I'm reminded of a time many years ago when everyone who flew the Hawk jet trainer had real trouble with one of the two radios that never seemed to work while flying low level but was critical to tactical formation management and safety. Eventually the Station Flight Safety Officer interrogated the RAF's incident report database to see how often the problem had been reported; he found that after a plethora of reports soon after the aircraft's introduction to service, there had been hardly any for a number of years. Officially, the problem had gone away! This was because all the pilots knew there was a problem but after submitting many incident reports they saw no sign of the problem being fixed and even less reason to continue submitting further reports. Reporting fatigue had set in (and delayed resolution of the radio issue by a number of years).

Laser attacks continue to threaten the drivers of almost all forms of transport. Yet tightening of legislation, whether to limit the import/purchase of high power lasers or to punish the perpetrators of attacks is unlikely if laser attacks on aircraft are not fully reported. Those reports also need to include a description of the potential impact an attack could have had; it might be self-evident to any pilot but a magistrate, judge or legislator needs to have everything fully explained for them to understand. (We know that distraction in the cockpit or on the flight deck can be a killer but many non-fliers will consider distraction just a minor inconvenience.)

Similarly, the dwindling number of flight crew fatigue reports is particularly worrying at a time when many airlines are introducing fatigue management systems. Fatigue management systems have suffered by their introduction in parallel with relaxed crew duty regulations. Nonetheless, they are probably here to stay and have the potential to offer real safety benefits in the longer term. However, they can only ever be as good as the data input from crews as well as managers; a fatigue management system deprived of crew fatigue data could be catastrophic.

The message from our Technical and Air Safety Committee is to please make every effort to keep raising safety reports - on whatever topic - when issues occur, even if you are reporting a 'known problem'. If for any reason formal reporting doesn't work for you, please revert to one of the confidential human factors reporting mechanisms such as
CHIRP; the rate of reporting on any particular topic will always be a powerful indicator of emerging safety trends, so each report is important, even if it appears to have little impact or point at the time of writing.

EASA SAFETY CONFERENCE
Rome 15/16 October
Towards simpler, lighter, better rules for General Aviation

This conference opened with recognition of General Aviation's (GA) importance as a source of commercial air transport (CAT) pilots and that the likely impacts on GA of unmanned air vehicles (UAS)/ Remotely Piloted Air Vehicles (RPAS) and their regulation would be discussed. As is often the case, the conference provided a chance to contemplate flight safety issues in the round and to hear a broad set of opinions.

Is GA safe enough?

Patrick Ky, the new Executive Director EASA, noted that 250 GA pilots are killed each year within the EU; a figure he thought was too high. Almost all EU GA accidents show airmanship failures though many also relate to structural or engine failure. EASA is now committed to changing the way it works and wants to deal with the real safety problems in the most effective way, which it has learnt might not be through applying rules. EASA at last realises it can't make GA safer by increasing regulation (although some areas must be regulated) so it is building a dedicated team and road map for GA.

Conference delegates felt that whereas regulating organisations might work well for CAT, it does not work for GA. Several observed that it was more important to ensure the senior individuals (instructors) at flying clubs - who are role models for GA pilots, display the right values and methodology to ensure all pilots under their charge have the right approach too. Furthermore, it was felt that a 'safety gap' can arise where GA pilots lack continuous mentoring/peer group observation and development. EASA is progressively replacing the multitude of national regulators in Europe whereas GA activity and challenges are often focussed very locally which prompted calls for EASA to confine itself to setting safety objectives, which by their nature do not change too quickly, then to allow safety implementation to occur locally, with a full understanding of local conditions.

There are large variations in GA safety across the world and even within Europe. GA in UK was described as safe enough but not risk free while in the United States (US) GA is perceived as safe to some extent but little aircraft are considered inherently risky; the GA accident rate in Finland is three times that of UK and GA accident rates in the US are much lower than the overall European Union (EU) rate. Lower accident rates in US were attributed variably to the US approach to training requiring biannual aural time with an instructor and the relative ease of applying aircraft variations (e.g. the installation of angle of attack gauges) and the availability of instrument ratings (IR) and instrument approaches to GA pilots. Approximately 50% of US GA pilots have an IR that includes the ability to fly an instrument approach to published minima. GA pilots in US also tend to fly more hours each year than EU GA pilots because fuel (as well as the cost of regulation) is cheaper. Some commentators noted that official promotion/encouragement of membership of Type Clubs (of which there are many US) was also significant, as pilots belonging to Type Clubs are much safer than pilots who do not. This also seemed to support the view mentioned earlier that peer pressure/learning has an important role in enhancing pilot safety.

Correlation between flying hours (pilot currency/recency) and GA accident rates seems self-evident though no government representative expressed an appetite to reduce tax rates on fuel in EU to improve GA safety there. There was a suggestion that the introduction of electric-powered light aircraft (two of which I was able to watch at this year's Farnborough air show) could give EU pilots the chance to fly more often and, if IR rules permitted, to spend more time practicing in the instrument pattern!

Separate analyses by FAA and New Zealand show that 75% of GA fatal accidents relate to the pilot's attitude to risk, while only 25% relate to a lack of skill but for non-fatal accidents the figures are reversed (25% due to pilot's attitude to risk, 75% due to lack of skill). As one contributor put it, “the best safety device on an aircraft is a well-trained pilot”. Of course, in this context training consists of more than providing someone with the skill set, it also requires providing them with the correct and enduring mental attitude and approach to risk.

Amongst the plethora of statistics, one stood out in particular: When commercial pilots fly in GA aircraft in the US they experience the same accident rate as GA pilots who do not fly commercially; this is not a uniquely US arising as statistics from Finland show exactly the same.

It was also surprising to see the contrasts between GA and road vehicle safety and technologies; GA safety has not improved significantly since the 1980s but in that time there have been dramatic improvements in road vehicle safety. At one time, a Cessna172-class aircraft would have cost the same to buy as a Mercedes S-Class saloon. Today's Cessna172 is little changed in technology terms from its older equivalent yet it is about three times the cost of a modern Mercedes S-Class that is streets ahead of its older equivalent in terms of safety features and reliability.

EASA has moved into regulating light aircraft relatively recently and, as many in the UK are aware it is much more costly to operate an EASA-regulated light aircraft than one that falls under the CAA in Annex 2; many also chose to operate N-reg rather than G-reg for similar reasons. Certain parts of the GA community were also at pains to point out what appeared to be ridiculous anomalies. Some gliders fall under EASA regulation while heavier microlights do not; fitting an engine to a glider can remove it from EASA regulation and mean the pilot no longer needs a licence to fly it! Similarly, while microlights can have certificated synthetic vision systems installed at cost, fitting the same system in a licenced aircraft would cost 20,000 euros; as a result, the system (and safety benefit it would bring) is not fitted! Quite rightly, EASA were challenged to match their cost of regulation to that of Annex 2 aircraft.

CAA felt that EASA is too slow and hidebound by process and should delegate more to National Authorities.
Examples for improving GA regulation included permitting uncertified modifications—where it is self-evident that they provide a benefit (e.g., AoA gauges) without 're-inventing the wheel' and driving GA regulation to consider only 3rd party risks and not to worry about whether GA pilots are judging the risk to themselves correctly. Even so, and perhaps mindful of some of the statistics quoted above, CAA suggested that at the same time a 'suitability test'—to allow the removal of a pilot licence from GA pilots who should not be flying—would also be extremely useful, though there was no suggestion as to how that might be implemented!

Remotely Piloted Air Vehicles/UAS

EASA were proud to be expediting the introduction of unmanned vehicles in Europe. Europe leads the world in the number of approved civil RPAS operators, a number now able to self-certify their activities and rapid regulation change was being introduced to support the EU RPAS industry. EASA's self-proclaimed proactive efforts in the RPAS field were considered by many delegates to contrast markedly with their efforts in manned GA regulation. Many were quick to highlight EASA had introduced flawed rules for manned GA then knowingly left them in place until the next '5 year' change cycle. Another delegate asked how EASA could expedite regulation change and permit self-certification for RPAS while he, who actually sat in his aircraft when it flew, was not offered self-certification and had to wait years for EASA to correct its own errors.

Notwithstanding the angst, a number of RPAS facts worthy of note emerged:

- From a regulator's perspective, RPAS facts worthy of note emerged:
- Germany is about to authorise a CAT unmanned operation for the transport of medicine.
- EASA want (GA) RPAS to stay clear of manned GA.
- A general approval for RPAS operation within the operator's visual line of sight below 500' is to be expected. (EASA is considering a ban on all manned GA flying below 500' except for take off and landing.)
- A new Flight Information System might be required to allow RPAS operators to comply.
- There may be a need for new equipment for all users below 500'. (ADS-B - mandatory?)

Hopefully EASA's approach to proportionality in regulating RPAS operations might inform and ease the regulation framework they have imposed on manned GA.

Language proficiency remains a thorny Flight Crew Licensing issue in Europe: FCL_055 requires a pilot to be proficient in English or the language used for radio communications involved in the flight. Many small German GA airfields use German only and recently a German pilot was fined 500 euros for speaking in French at a French airfield when he did not have French language proficiency on his licence! GA pilots in Europe now tend to avoid using the radio at all if there is any doubt! Level 4 English proficiency might be over-stringent for a GA pilot who only operates locally?

Summary

The principle thoughts emerging from the conference were as follows:

- GA safety performance varies widely across the EU and the world.
- Sharing of lessons—incident reporting etc.—could be improved greatly.
- Increasing GA pilot hours should increase GA safety.
- For GA 'see and avoid', more ADS-B would make a positive safety impact.
- NATS are supporting development of a new low-cost, strap-on unit.
- Civilian RPAS operation is being positively encouraged in the EU.
- GA seems to benefit from a lack of regulatory history that allows a more innovative approach by EASA.
- Manned GA could benefit longer term from a more relaxed EASA approach to regulation but might also find itself excluded from some areas to facilitate RPAS approvals.
- Performance Based Navigation is enshrined in the pilot licence, not in the aircraft fit. (An interesting thought in terms of GA!)
- Over-regulation impedes safety.
- Any increase in regulatory burden diminishes safety by decreasing understanding and increasing acceptance of compromise.
- A pilot's flying hours are inversely proportional to his regulatory cost burden.

UK CAA leads (manned) GA regulation in Europe; EASA is following in the same direction. There might be a role for the Air Pilots in:

- GA pilot mentoring/risk awareness etc. (unless GASCo is adequate).
- Assisting with CAA thoughts/standards for 'licence removal'.
- Facilitating a global GA incident reporting/lessons learned forum.

NO MORE MISS-SET ALTIMETERS or TRANSITION LEVELS?

As technology advances it offers new possibilities. The barometric altimeter has served for many years; it has also caused serious incidents and fatal accidents when pilots have applied the wrong pressure setting. Aviation can be extremely reluctant to accept change so do look at www.airpilots.org/file/1661/the-case-for-geo-height.pdf to see the advantage of using GEO (satellite-based) height source over baro-height. The Technical and Air Safety Committee, who sponsored the paper, look forward to hearing your views.

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