



AIR PILOT

INSIDE
MASTERFUL GARDEN PARTY
YOUNG CARERS FLY
THE LIVERY DINNER





THE HONOURABLE COMPANY OF AIR PILOTS incorporating Air Navigators

PATRON:

His Royal Highness
The Prince of Wales
KG KT GCB OM

MASTER:

Capt Robin B Keegan FRAeS

CLERK:

Paul J Tacon BA FCIS

Incorporated by Royal Charter.
A Livery Company of the City of London.

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Except where specifically stated, none of the material in this issue is
to be taken as expressing the opinion of the Court of the Company.

DIARY



With the gradual relaxing of lockdown restrictions the Company is hopeful that the following events will be able to take place 'in person' as opposed to 'virtually'. These are obviously subject to any subsequent change in regulations and members are advised to check before making travel plans.

AUGUST 2022

2 nd	Flying Club visit	Popham
5 th	Company visit	Stow Maries
19 th	Flying Club visit	Little Snoring

SEPTEMBER 2022

6 th	Ladies visit walking Tour	City of London
13 th	Flying Club visit	Oaksey
14 th	APT/AST	APH
15 th	GP&F	APH
15 th	Court	Cutlers' Hall
16 th	Company visit	Hovercraft, Southsea
21 st	Luncheon Club	RAF Club
21 st	Tymms Lecture	RAF Club
22 nd	ITF	APH/Zoom
29 th	Election of the Lord Mayor	Guildhall
30 th	APPL	APH

Cover photos: The NHS Spitfire at The Master's Garden Party, Andrewsfield (Editor); Flt Lt Colin Bell and The Master at the Livery Dinner (Gerald Sharp Photography)

Applications for Visits and Events

Please kindly note that we are ceasing publication of printed 'flyers' and application forms for visits and events. From now, details and applications for all visits and events will only be available online - on the website and via links in the e-news and events bulletins which are circulated by email to members.



Access the Company's
website via this QR code,
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Twitter; @AirPilotsCo



A MESSAGE FROM YOUR EDITOR...



At the height of the Covid-19 pandemic, few would have predicted that the biggest problem facing the air travel sector in mid-2022 would be one of too many passengers and flights for the system to cope with. Yet in mid-July we were faced with the extraordinary situation of major European airlines

cancelling thousands of flights – and airports demanding that their customer airlines stop selling seats.

It is a situation from which none of the players – airlines, airports, ground-handlers, traffic management services or governments – emerges with much credit, not least for the way in which they have each sought to blame the others for the ensuing chaos. While it is true that few forecasters, either within the industry or observing it from the outside, foresaw the speed at which demand for air travel would recover, it is equally true that the pandemic has only brought to the surface the industry's pre-existing structural deficiencies.

Airlines know full well that a pilot laid off at the first sign of a downturn is not going to sit around hoping for better days (especially if “better” means a salary lower than the pre-layoff one) but will find another job, inside or outside the industry. If they didn't recognise it before, the ground handlers, Border Force and airports now have ample evidence that in an era of near-full employment people are unwilling to return to jobs with unsociable hours, low wages and demanding security-clearance requirements, especially when other sectors are paying more. The same goes for governments which fail to accept that industries which have relied on cheap foreign workers will not necessarily be able to attract domestic replacements when those governments change the immigration rules.

None of these problems can be solved overnight, and the air travel sector must brace itself for months of disruption – but that does not excuse it from trying much harder to be better prepared for future rapid changes in the market. That means airlines toning down their knee-jerk hire-and-fire reactions to variations in demand, and adjusting their business models to ensure they can afford to adopt better practices. It means the ground services making their vital jobs more attractive through better pay and conditions, and airlines and airports working together to agree equitable fee structures which serve both sides fairly. Above all, it means all branches of the industry talking to each other and better sharing their traffic, staffing and resources forecasts, so that the next recovery doesn't come as an unpleasant surprise.

Allan Winn - Editor

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Guidelines for submissions to Air Pilot

Please submit contributions as follows:

- Text in word document, including your name below the title of the piece;
- No embedded photos;
- All images to be sent as jpeg files with a file size of at least 2MB;
- Attachments totalling more than 15MB to be sent via WeTransfer only.



NEWS ROUNDUP



LIVERY DINNER

By The Editor

At Drapers' Hall on 26th May, 163 Liverymen and their guests enjoyed a sparkling Livery Dinner of which the highlight was a thought-provoking speech by 101-year-old Liveryman Flt Lt Colin Bell DFC AE. The principal guests of the Company were Sheriff Alison Gowman, the Master Fanmaker, the Master Master Mariner, the Master Furniture Maker and the President of the Royal Aeronautical Society. At a Court session before the Dinner, twelve new Liverymen were clothed, and one Master Air Pilot certificate presented.



The Principal Guest Speaker Flt Lt Colin Bell DFC AE with The Master

Colin Bell's theme for his speech and response on behalf of the guests had been hinted at by the Master in proposing the toast "Lessons from the past – hopes for the future", during which the Master disclosed that in view of Colin's status he was being excused from the City norm of a maximum of eight minutes for an after-dinner speaker. "Learning lessons from the past is something we do," said the Master, citing aviation's CHIRP programme which was now becoming the model for confidential reporting in other sectors.

Colin Bell's formal title for his speech was "Hitler and Putin: marching to war in Europe." He reminded his audience of Adolf Hitler's invasions from 1936 onwards, and the failure of "the appeasers" in Western Europe to confront Hitler until it was too late to prevent World War Two. The parallels he drew were those between Hitler's actions and President Putin's invasion of Ukraine. In 1936 Hitler had boldly marched 22,000 troops into

the demilitarised Rhineland. Like Putin, who denied that he intended to invade Ukraine, Hitler had claimed that he had no territorial demands on the rest of Europe. In neither case had anything been done to stop the incursion. "If there is one thing that we learn from history, it is that we do not learn from history," Colin said.

He went on to quote Cicero: "If we don't learn from the things that happen to us when we are children, we remain forever children" – with the rider that if Cicero hadn't said that, he should have! Comparing Hitler and Putin, he



The Master & new Master Air Pilot Sqn Ldr Stephen Davies

emphasised that their statements should not be believed – they were, and are, he said, intended to deceive: "The weak nations were deceived by Hitler – perhaps they wanted to be deceived."

When Hitler had marched his troops into the Rhineland, it had been said that his generals had been terrified that France and England would mobilise against him – and that those same generals had been ready to step in against him had this happened, which it had not. What if, he went on to ask, when Putin had invaded Crimea, the West had backed the Ukrainians as it was now doing? Would Putin have been deterred? While we did not know the answer to that question, we did know that "this evil man" had been emboldened to try to invade and subjugate the whole Ukraine at a frightening cost both to Ukraine and to the West. As both Hitler and Putin had shown, weakness encouraged despots.

Quoting another Roman, the general Publius Flavius



New Liverymen (L-R): David Edwards; Andrew Roberts; Andrew Bloom; Kit Chambers; Sharon Nicholson; Colin Bell; The Master; Alan Wrigley; Martin Blaze; Martin Harris; Nivedita Bhasin; Rob Dicker; Paul Dare

Vegetius Renatus: "If you want peace, prepare for war," he went on to say that he wished that more people would remember that the cost of maintaining an effective fighting force was much cheaper than the cost of fighting a war. At the beginning of World War Two, France and England had been weak, and the United States strongly isolationist, but now, with strong backing from the USA and NATO, we were strong. Some countries, however, such as Germany, were still buying Russian gas and thereby

weakening the alliance. He went on to say: "I wish some of our leaders would stop trading insults with Putin." Putin was, in his judgement, most unlikely to unleash a nuclear war – but, he said, that did assume some degree of rationality.

We could never be sure what a desperate dictator like Putin might do – and as Churchill had said: "Beware of driving men into a desperate situation; even a cornered rat is dangerous." □



Hong Kong and Australia get together: (L-R) PM Capt Colin Cox; Assistant Capt Pat Voigt, Immediate Past Chairman, Hong Kong Region; Master Elect Capt Jonathan Legat; New Liveryman, and Immediate Past Chairman Australia Region, Capt Rob Dicker; New Liveryman, Capt Martin Harris; Assistant Capt Pete Taylor; Chairman Hong Kong Region Valerie Stait



The Master and his principal guests enjoy the splendour of Drapers' Hall (L-R): Master Fan Maker Jonathan Bewes; Flt Lt Colin Bell DFC AE; The Master; Alderman & Sheriff Alison Gowman; Master Furniture Maker Tony Attard OBE DL; Master Master Mariner Capt Robin Batt

VISIT: COTSWOLD AIRPORT, KEMBLE

By Warden John Denyer

On 24th May the Master led a group of 24 members on a visit to Cotswold airport. Formerly RAF Kemble, the airfield was the home of the Red Arrows for 16 years.

The airport is operated by Kemble Air Services Ltd, and Operations Manager Glen Moreman provided



The Air Pilots with ex-BA Boeing 747

a comprehensive and entertaining introduction to the site. Built in 1936, it was home to No 5 Maintenance Unit and No 4 Service Ferry Pool and became one of the main bases for the aircraft ferrying

operations of the Air Transport Auxiliary in the region. After the Red Arrows left in 1983 it was used by the US Air Force as a maintenance facility until the end of the Cold War. Then after a period of use by the British Army it was sold into private hands in 2001.

Glen explained that Kemble Air Services' vision is to develop its business jet centre and, in future, to start a pilot training operation, subject to permission and a two-year proving period. General aviation is important to Kemble but it will never fund the airport on its own in spite of some 200-250 movements on a typical Saturday. The main tenant on the airport, and probably the best known, is the airliner recycling business, of which more later. As a result of that enterprise the airport survived Covid-19 relatively unscathed, having provided temporary storage of some 50 additional airliners during the pandemic.

Glen led us on a tour of some of the historic aircraft parked on the site. On the former Red Arrows apron sit two English Electric Canberra PR.9s and a pair of Hawker Siddeley Buccaneers. They are preserved by the Buccaneer Aviation Group, still have their engines and the Buccaneers are periodically taken for a taxi under their own power. In 1997, the last operational Bristol Britannia XM496 *Regulus* was retired to Kemble after several (very) low passes along the runway captured in a spectacular video! [Well worth a look: type "youtube britannia kemble" into your search engine - Ed]. The aircraft, complete with engines, is looked after by some dedicated volunteers and is in excellent condition with a number of displays of its history inside.

AIR SALVAGE INTERNATIONAL

After lunch in the AV8 restaurant, the tour moved to the hangar of Air Salvage International (ASI) where CEO Mark Gregory introduced us to his airliner maintenance, storage and recycling businesses. Having started from

modest beginnings after leaving Dan Air, Mark has grown ASI to be the largest privately-owned company in the aircraft dismantling business, employing 70 staff.

The company has disposed of more than 900 aircraft – about 50 in an average year. Not all airliners at Kemble get dismantled; there are currently 48 aircraft in storage, many of which will return to service around the world. Older aircraft are paradoxically more valuable for their parts than as complete airframes. Some 85% of the value is in the engines, with much of the remainder being the wheels and brakes. Parts are either returned to the original owner as spares for its remaining fleet or sold. The rest of the airframe is "eaten" by a large-jawed tracked vehicle and about 80% of the remains recycled. It takes the crusher about two hours to demolish a 737 and a few days for a 747.



Ex-Korean Air 747 goes to the graveyard in the sky

Mark's companies also carry out recovery operations around the world, for example on the Boeing 777 crash at Heathrow. They can relocate aircraft – the company was involved in the moves of Concorde to Brooklands and the National Museum of Scotland. ASI also sells parts to simulator companies (from complete nose/cockpit assemblies to instruments and controls), to film companies, provides training airframes for fire and police services, and is involved in trials work with Airbus and Boeing (trialling of a CO₂-saving motorised nosewheel is a current example).

Leaving Mark Gregory's fascinating company, the day concluded with a tour of British Airways 'Negus'-liveried Boeing 747-400 G-CIVB that is based at Cotswold Airport as an events location, conference centre and educational resource.

The visit was an excellent day out and our thanks go to Past Master Chris Ford who organised it. In particular it was encouraging to see a successful GA airfield with a strong business model and not under threat of development for non-aviation purposes. □



English Electric Canberra PR.9 (L) and Bristol Britannia XM496 (R) Regulus (Pics by Mark Gregory, Richard Hartley & John Denyer)

VISIT TO THE FIENNES GROUP

By The Editor

Fifteen Members of the Company enjoyed a visit on 14th June to the Fiennes Group, a group of automotive engineering companies located just outside the Cotswold-stone village of Filkins in Oxfordshire. The Air Pilots were greeted after coffee and cake by Dr Will Fiennes, who started in 1976 as a repairer and restorer primarily of the "small" Rolls-Royces and Bentleys built in Derby before World War Two.



The Air Pilots gather

As the business grew, especially in the field of making spare parts, he moved to nearby Clanfield in 1981 and then to the current premises (originally built for a US-based chicken-manure company and later occupied by a plastics moulding business). Along the way, other companies specialising in reboring and white-metalling for older engines, and the performance tuning of engines have been incorporated into the group, which now employs some 45 people.



Old but trusty line-boring machine

he said, seemed to be politically out of favour, citing the (apocryphal?) warning to school pupils that: "If you don't pass your exams, this is the sort of place you'll end up in." In previous times, he said, he could expect two or three replies to a recruitment advertisement, often from highly skilled people aged over 40; now he was getting no replies at all, even with the nearby Honda car plant closing down. The problem was worsened, he said, by the fact that young people in general no longer had the experience of, for instance, building model aircraft: "No experience of building something."

The group was then divided in two for tours of the premises: as if to counter the gloom about staffing, our guide through the engineering side of the business was Isaac, a young ex-apprentice. Amongst the impressive array of machine tools in use – some of them using modern computer controls – was a fascinating selection

RECRUITMENT CHALLENGES

In his welcoming chat Dr Fiennes highlighted the problems of recruiting staff to manufacturing businesses in the current climate: manufacturing,

of older machines which the Fiennes Group has rescued and kept in service performing their traditional roles. Included in these were capstan lathes, line-boring and cylinder-boring machines, surface grinders, a rare British-built oscillating-head crankshaft grinder and a submerged-arc welder used for recovering worn-out crankshafts. One especially interesting area was the white-metalling shop, where molten metal was being cast into bearings.



Allison VI 710 crankshaft in for balancing

While the raw castings for new cylinder heads and blocks are brought in from outside (and subjected to rigorous quality control inspections before being worked on), many of the new spares – including complicated items like new hubs – are made entirely in-house, to the original Rolls-Royce drawings. Not all the work is on the pre-war cars: there were numerous post-war engines being worked on for the performance side of the business, and Air Pilots were pleased to see that in the machine shop there was even the crankshaft of an Allison VI 710 VI 2 engine (as in North American P-51 Mustang – though this one was destined to return to a career of tractor-pulling after overhaul).



A fine body examining a fine body

COACHWORKS AND CAR SALES

In the coachworks section, amongst the traditional older cars having their ash frames and alloy or steel

panels restored, were some surprisingly modern unitary-construction body shells being worked on – including a couple of 1970s Mercedes-Benz sports cars, one nearing completion and the other a very corroded one just beginning its restoration. Then there was the car sales building, packed with classics – predominantly Rolls-Royces of all ages but with a smattering of Americans, a few British sports cars and even a very modern Ferrari.

At the end of the tours – and before the obligatory team photograph – the Master thanked Dr Fiennes and his team for a fascinating visit, and presented the customary Company crest before we repaired to the Five Bells pub in Filkins for a light lunch and our opportunity in turn to thank PM Chris Ford for his excellent organisation of the day.



The Master thanks Will Fiennes

THE MASTER'S GARDEN PARTY

By The Editor

With perfect weather accompanying the Master's Garden Party, held at Andrewsfield airfield in Essex on Sunday 10th July, a number of Members took the opportunity to fly in – the most prominent being Liveryman John Romain with the "NHS Spitfire" PR.XI PL 983. Even those who had not flown in still had the opportunity to get some Stick Time, however, as Liveryman Carol Cooper and Freeman Mike Rowland at Andrewsfield had generously made their Boeing 737-800NG fixed-base simulator available for 20-min slots in return for donations to the Master's charity, the London Air Ambulance. In all, some 75 Members and their guests enjoyed the excellent hog-roast lunch in the welcome shade of the open-sided marquee, and enthusiastically joined the Master in thanking Carol and Mike, and David Curgenven as the organiser. □



Every garden party should have one! The NHS Spitfire at rest



Hands off! Assistant Chris A Magee wants David Bramwell's registration number (All pictures The Editor)



Some of the visiting aircraft lined up in the sunshine



Aircraft flying in:

G-BOHO	Piper PA-28	Liveryman Howard Sherriff
G-BRBI	Cessna 172	Warden Richie Piper
G-JOYZ	Piper PA-28	Liveryman Ian Whittle
G-OCAM	Gulfstream AA-5	Liveryman David Bramwell
G-OJCW	Piper PA-32	Liveryman Peter Dobson
G-PRXI (PL938)	Supermarine Spitfire	Liveryman John Romain
G-ZIPI	Robin DR400	Alan Cooper



The Master says "Thank You" to organiser David Curgenven and Andrewsfield hosts Mike Rowland and Carol Cooper



Two former bosses (and one Flt Lt) of No IV Sqn RAF: Assistant Pat Voigt and PMs Malcolm White and Roger Gault

INTER-LIVERY TARGET RIFLE SHOOT

The 2022 Inter-Livery Target Rifle Shooting match, held on 10th June, saw a win in the Sniper Rifle competition for the Company's team of AVM Harvey Smyth, Liveryman Colin Sach and Associate Matt Bartlett. The event was organised by Colin Sach, (also a past Master of the Worshipful Company of Bakers) and Wg Cdr Chris Hockley, Secretary of the RAF Small Arms Association. Teams from 16 Livery companies competed at five disciplines including Running Boar, Black Powder Pistol and Target Rifle at 1,000 yards ((915m). This year amongst



Men of the 95th Regiment firing Baker rifles



Grp Capt Andy Glazebrook presents the Sniper Rifle Trophy to AVM Smyth, Matt Bartlett and Colin Sach (RAF Benevolent Fund)

the 48 attendees was Air Vice Marshal Harvey Smyth, the Ministry of Defence's Director Space UK and President of the RAF Small Arms Association, who formed part of the Honourable Company of Air Pilots team.

Wg Cdr Hockley says: "It was fantastic to have AVM Harvey Smyth with us on the day. Most importantly it was great to raise money for the RAF Benevolent Fund to help support RAF personnel, veterans and their families when they most need it." □

GAZETTE

APPROVED BY THE COURT 14TH JULY 2022

ADMISSIONS

As Upper Freeman

Thomas ARNOLD
Tom Anthony Benjamin CARTER
Y CHEUNG (HK)
Alexander Erik COLJA (NA)
Robert Michael Charles DAVIS (HK)
Roderick John DENNIS (NA)
Jeremy DOUGLAS (HK)
Paul Robert GRIMES (AUS)
Julian Edward John HICKMAN
Stephen Raymond JONES (NZ)
Gareth John KING (HK)
Rodney Desmond Moore LOVELL (AUS)
Alexander Douglas McKEMEY (HK)
Andrew MONK
Maxime TEBBITT (AUS)
Morne Daniel Johannes VISAGIE (OS)
Johannes van WYK (HK)

As Freeman

Irving DAVID
Rachel Helen GARDNER-POOLE

Timothy Robert John HUGHES (NZ)
Kelvin ROBERTS

As Associate

Lydia Cathleen Widen GIME (AUS)
Michael Leonard HARRISON
Holly Rose MACRAE (AUS)
Cameron Glen MILLER

ACKNOWLEDGED BY THE COURT 14TH JULY 2022

REGRADING

To Livery

Martin HARRIS
Nivedita BHASIN (OS)
Robert DICKER (AUS)
Paul DARE (AUS)
Gareth CUNNINGHAM

As Upper Freeman

Harry KING

DECEASED

Frank DELL
Rex FARDON (AUS)
Lyll KLAFFER (AUS)

RESIGNATIONS

Marwan ATALLA (OS)
Glen BRAZ (AUS)
Christian BRINI (AUS)
Melissa BROOKS
Steven CESCO (AUS)
Amy COSGROVE
Bruce CRAWFORD
Harry FOXTON (AUS)
Tony JOHNSON (AUS)
James KETCHELL
Cheih-Ling LI (AUS)
Thomas MANNING (AUS)
Benjamin NELSON (AUS)
Matthew PHILLIPS (AUS)
Bote SHA (NA)
Stephen TIZZARD (AUS)
Timothy WALSHE (NZ)





MASTER'S MESSAGE

By The Master, Capt Robin Keegan

As this is my third Master's Message out of a possible total of six, it feels like the year is well on the way to being over

despite the fact that there are another eight months to run. The tyranny of print deadlines I suppose! Eileen and I will have departed for the first half of the Master's Tour to Canada and the United States at the end of July. The various members there have put together an interesting and varied set of appointments and visits, and I am extremely grateful for their hard work. We will be visiting Washington, Airbus in Mobile Alabama, Vancouver, Ottawa and Montreal. There will be a fuller report in *Air Pilot* on our return.

Although the year had started rather slowly with respect to City Livery events, the pace has now picked up. That said, it is clear that many people are still wary of Covid-19, and you only have to look around your local supermarket to see a considerable number of customers still wearing face masks, especially as infection numbers appear to be on the increase again - albeit the various forms of omicron rather than the previous delta variant.

One of the recent events was the Livery Master's Long Weekend, held this year in Sheffield, hosted by The Cutlers Company of Hallamshire and including Vincent Keaveny, the current Lord Mayor together with his wife Amanda. There was a very full and varied programme of visits to experience local manufacturing representing the past, present and future.

PAST, PRESENT AND FUTURE

The past was shown via a Living Museum at the Abbeydale Industrial Hamlet where some trades are still practised largely by hand, including the man who grinds the sword blades for Pooley Swords. At the Kelham Island Museum, we also saw the biggest static steam engine in the world, which produces 12,000hp (9MW) and was originally installed in a rolling mill producing sheets of iron and steel.

The present was illustrated by a visit to the Yorkshire Art Space where, amongst other things, modern silversmithing was practised. Silversmithing has a long association with Sheffield which has its own hallmark. The local silversmithing art had almost died out when a number of

younger artists started introducing exciting designs for the modern era. Their designs are most distinctive, versatile, and very beautiful. Perhaps the most interesting part was a visit to an engineering company producing ground-breaking designs in a number of areas including methods of joining metal without welding or bonding; autonomous robots; a test bench for measuring the tolerances on Rolls Royce turbine engine blades; and some potentially stunning advances in medical science. Everyone working there positively buzzed with innovative ideas.

The final visit was to a possible design for 'Factory 2050', sponsored by the University of Sheffield. This demonstrated many projects which used, amongst other things, dedicated robots exploiting their six-axis freedom of movement. Harking back to my previous paragraph, quite a few people who attended the Long Weekend came home with Covid-19, including my wife Eileen, although I'm pleased to say she was not very seriously affected by it.

BREAKFAST IN BLACKPOOL

Another Livery event Eileen and I attended was the Brigantes Breakfast. This clearly needs further explanation. A number of Liverymen of various City of London Livery Companies live well to the north of the capital in Cheshire, Lancashire, Shropshire and Yorkshire. Consequently, they are not able to attend as many London-based events as they would like. Therefore, they have set up a local social organisation and decided to name it after the Brigantes, a northern tribe which existed centuries ago. The Brigantes Breakfast is actually a lunch at a venue which changes every year.

This year it was held in Blackpool and started with a talk by Johnny Ball (father of Zoe) who is an Honorary Liveryman of the Actuaries Company, mathematician, broadcaster, and children's entertainer. Johnny gave a fascinating talk on the history of comedy and those comedians who had appeared in Blackpool over the years, including many performers he had known personally. Amazingly, he was asked to partner Bud Flanagan for Bud's last public performance in place of Chesney Allen, Bud's regular partner. The talk was followed by a drinks reception in the ring of Blackpool Tower Circus then by lunch in the Tower Ballroom of Strictly Come Dancing fame and we were appropriately entertained by two Strictly professional dancers, Erin Boag and Ian Waite.

The day was completed by a private visit to the top

of Blackpool Tower and the opportunity for any brave souls to walk across the glass floor whilst looking straight down to the ground about 500ft (150m) below - not for the faint hearted! In total, 316 Liverymen and their guests attended, representing 71 of the 110 City Livery Companies and including 21 current Masters.

CELEBRATING OUR CENTENARY

I was delighted when the May Court meeting approved the establishment of a Centenary Steering Committee (CSC) looking forward to our 100th Anniversary in 2029. History shows that, whilst there was a number of exploratory meetings prior to our foundation as a Guild, the first GAPAN General Meeting and the first Court meeting both occurred in October 1929, so it is generally accepted that the target date for our Centenary is going to be October 2029. That, of course, fits very nicely with the timing of our traditional Trophies and Awards Banquet although it is likely that there will be other Centenary events both leading up to this date and quite possibly some afterwards.



The Centenary Steering Committee (L-R): The Clerk; Liveryman David Curgenvin; Warden Elizabeth Walkinshaw; The Master, Assistants Kat Hodge and Seb Pooley

Following my call for volunteers I had a pleasing number offering to help. From amongst this number, I suggested to the Court that the following should form the initial Committee: David Curgenvin; Assistants Kat Hodge and Sebastian Pooley, the Learned Clerk Paul Tacon; Warden Elizabeth Walkinshaw and me. Seb has volunteered to chair the meetings and will, no doubt, produce a fuller report for a future issue of *Air Pilot*. I hope this group represents not only a good cross section of our membership but also brings a wide variety of skills to the task. We held the inaugural meeting of the CSC on 15th June and the photo records the occasion for posterity. We had an excellent meeting and brainstormed many possible actions and events towards celebrating our Centenary. However I am sure that, like aviation, these

initial thoughts will evolve over time, and I am certain that more volunteers will be needed as plans develop.

ROASTING GARDEN PARTY

I finish writing this message only a couple of days after the Master's Garden Party which was held at Andrewsfield Airfield in Essex by kind permission of Carol Cooper and Mike Rowland, both members of our Honourable Company. It's always difficult planning outdoor events in the British summer, but this year we were blessed with warm sunny weather - in fact very warm and very sunny weather as the temperature reached into the low 30s Celsius. We had our own marquee, together with a hog roast, all organised beautifully by David Curgenvin.

A number of members flew in, as Carol and Mike had kindly agreed to waive landing fees, but the biggest surprise for me was that John Romain arrived in his Spitfire which previously had flown around the country with the 'THANK U NHS' legend painted under the wings. John has flown this aircraft over 260 NHS hospitals and associated sites following the pandemic and he parked the aircraft right outside our marquee so, as you can imagine, it added a wonderful backdrop to our party. I think Past Master Cliff Spink may have had something to do with arranging this, so my grateful thanks to all those who helped make it a memorable day. Mike Rowland also offered the use of his Boeing 737NG simulator which helped to raise money for my chosen charity which is the London Air Ambulance.

Speaking of good weather, I hope our PPL and Gliding Scholars will be able to take advantage of the current good conditions to progress their training and I am looking forward to visiting at least one of the gliding courses to present their end-of-course certificates.

Finally, I must mention our Learned Clerk Paul Tacon. Paul will have completed 20 years as our Clerk before the October edition of *Air Pilot* is published. He has been enormously supportive of me and is a font of all knowledge about matters related to Livery Companies in general and our Honourable Company in particular. Thank you, Paul, and on behalf of us all, congratulations and well done!

Aviate Safely.



Enjoying the garden party with Liveryman John Romain



HUMPHREY FRANCIS (FRANK) DELL, PAST MASTER (04/07/1923 - 30/05/2022)

By PM Dorothy Saul-Pooley

Our oldest Past Master, Frank Dell, died in May aged almost 99 years, in Sydney Australia, where he had lived for some years, having moved there with his late wife Isabel from Shoreham-by-Sea in West Sussex.

Frank grew up on the family farm in Portslade, near Brighton, as the youngest of four children. His older brother was in the merchant navy and his older sister married an RAF officer during the early part of World War Two. Frank attended local prep schools and won a scholarship to Dover College, where he excelled in sports. Too young to join up at the outbreak of war, Frank joined



Frank Dell returns to the cockpit in 2019

the Home Guard and, whilst initially he planned to join the Navy (having enjoyed messing about in boats with his father as a boy), he discovered that he got terribly seasick and joined the RAF. His Father had been commissioned as an engineering officer in the RFC in World War One.

Frank was sent out to the USA by ship for flying training after spending a year at Aberdeen University studying

science. He learned to fly with the Army Air Corps, which was not yet part of the US Air Force and was "creamed" off to become an instructor. He progressed to teaching on several types of twin-engined aircraft, gaining a considerable amount of experience very quickly. This allowed him, on return to the UK, to select whether to fly fighters or bombers. Frank wanted to fly Pathfinders and was assigned to 692 Squadron (part of 8 Group) flying de Havilland Mosquitos. After conversion training, he joined the squadron and started to fly missions with his radio operator/navigator, Ron.

SHOT DOWN

On 15th October 1944, their 13th mission, Frank and Ron were shot down over enemy territory. Sadly, Ron did not survive, but Frank landed in a field after 20 minutes or more of descent by parachute, surrounded by gunfire and flares the whole time. He hid his parachute and then spent the next four days and nights on the run, using cunning and skill to evade capture. Eventually, by chance, Frank fell into the hands of a group of the Dutch resistance, an incredible network of resourceful and brave individuals who spent the war sheltering and saving the

lives of hundreds of allied officers.

Together with a group of other officers, Frank assisted the efforts of this group, remaining hidden in extremely primitive and difficult conditions in haylofts and barns for many months. On numerous occasions they narrowly avoided capture and when liberation came it was extremely difficult to leave the kindness of the family who had sheltered them at their own peril for so long.

CIVILIAN CAREER

On return to the UK, Frank was initially sent out to India to fly Douglas DC-3s (there being no Mosquitos to fly) and when he was not offered the permanent commission he had hoped for, he returned to the UK and left the RAF to join British European Airways. He married Isabel in 1947 and they moved to Cyprus until 1954. When they returned, he continued to fly Vickers Viscounts and Vikings and Hawker Siddeley Tridents for BEA. He eventually retired from British Airways in 1976, as Chief Pilot (Technical), by which time he had been responsible for significant innovative changes within the airline.

Following retirement from BA, Frank served on the Board of the CAA for five years. He also held an important post within the Escaping Society for the 40 years of its existence. He was elected to the Court of the then Guild of Air Pilots and Air Navigators and served as Master for the year 1988-1989, which was a fraught period in the history of the Guild requiring considerable patience and fortitude.

In 2014, Frank's account of his wartime experiences was published as *Mosquito Down* and, whilst it focuses on the shooting down story and the months that followed that incident, it offers us a unique insight into the man who became Master 44 years later, showing his modest, self-effacing but resourceful personality. He possessed a calmness, resolute and self-disciplined maturity at 21 years old, coupled with strong survival instincts, but his strength of character also included a sensitivity towards other people and their needs and a clear moral compass.

Frank was a splendid example to us all and will be sorely missed, particularly by those in the Australian region, which he supported enthusiastically. □



Frank Dell and his wife Isabel during his year as Master, 1988-9

REGIONAL REPORTS

Hong Kong

By Hong Kong Region Chair Liveryman Valerie Stait



Although many of our usual activities are still curtailed because of ongoing restrictions, we are doing what we can, as and when we can, and setting up plans for the future. Amazingly, we are still welcoming new members. It is heartening

to see new people coming into the Company, especially during the ongoing challenges in Hong Kong.

While getting together continues to be difficult, I feel it is more important than ever to meet face-to-face as and when we can. That is not just because networking and good company are central to us, but also for our own wellbeing. Working within the restrictions, we have managed a couple of successful beer calls this year and hope this is a start to us getting together regularly again. It was also a pleasure to welcome some aspiring young pilots to one evening. Options for aviation are very limited for young people in Hong Kong and this gave them an opportunity to find out more about the industry and what being a pilot entails.

BACK TO KAI TAK

One of the first places the new Chair and Vice-Chairman visited was the Hong Kong Aviation Club at Kai Tak, with GC member Rob Jones. Flying on this site goes back to the 1930s and we have a long affiliation with the Club. It is a quirky and historic family-friendly venue with a bar and restaurant on the old airport, where some of you may remember landing between the skyscrapers. There are two boards naming Past Chairs of the Air Pilots and the



Visiting Hong Kong Aviation Club

Past Chairs of the Club, as well as a cabinet donated to us by Past Master Robert Pooley in the Gottfried Room, showing the links between the Air Pilots and the Aviation Club.

To further our liaisons with other aviation bodies. I recently met with Daphne Tsui, Chairwoman of the Hong Kong Aircrew Officers' Association. While both organisations have their own particular areas of interest, we focussed on where these cross over, such as in training and career development. To this end, we are looking into future joint social ventures

where pilots can meet, exchange ideas and learn from each other. We also attended the 54th Liaison Group Meeting on Aviation Weather Services at the Hong Kong Observatory, to bring a pilot's perspective on the great work that it does. The Observatory is a world leader in its field, both for services and innovation. Themes for this year included the Three Runway System project in Hong Kong, which is nearing completion, and the windshear and turbulence alerting services, particularly poignant with the typhoon season just starting in the region.

LONDON CALLS

I cannot express how good it is to see the social agenda up and running again in the UK. I had the great pleasure of attending the Livery dinner at Drapers' Hall in London, where our own Honorary Treasurer Martin Harris (third from the right) was made up to Liveryman. Many congratulations. This also gave us the chance to renew the region's bonds with the Master, members of the Court and the London Office among many others. As you can see from the picture, Hong Kong was well represented, though the Australian region beat us to the award for furthest travelled - an admirable effort!



Celebrating at the Livery Dinner in London

On a final note, I met with the Learned Clerk, Paul Tacon, when I was in London. I asked him what the Hong Kong region could do for the Honourable Company. His response was one word "Thrive - if Hong Kong thrives then London thrives". That is an inspirational thought which I have taken away and shared with the members. □





Regional Report: Australia

By Liveryman Spencer Ferrier, Chairman, Australia Region

Like many other countries Australia has, over the last few months, experienced a surge in travel demand which the airlines and airports have struggled, at times, to cope with. Official figures^[1] show that in April domestic travel capacity reached 89% of pre-pandemic levels, however frustration and delays were the order of the day over the Easter period at domestic terminals as passengers faced long queues for check-in and security.

Internationally, whilst Qantas says it is experiencing strong demand^[2], it is currently operating at around 50% with plans to be around 70% by early 2023, and anecdotal evidence suggests that total international capacity to and from Australia is still well down on pre-pandemic levels. Recent rises in fuel prices have put pressure on airfares,

with consequent knock on effects to demand.



Liveryman Pat Murray, Member of the Order of Australia (Rob Dicker)

of Australia (AM) For "...significant service to aviation safety, and to the air transport industry." Patrick began his flying career in the RAF but had an exchange tour

with the RAAF in the 1980s before moving to Cathay Pacific. Upon retirement from Cathay he settled in Australia, where his passion for safety and training saw him become an Associate Professor of Aviation Safety and Human Factors, a Director of the Line

Operation Safety Audit (LOSA) Collaborative

and, today, Chair of the Aviation Safety Advisory Panel to the Civil Aviation Safety Authority, to name just a few of his achievements. Congratulations Patrick.



Australia's new Liverymen at the Livery Dinner in London

HONOURS

In the recent Queen's Birthday Honours for Australia, Liveryman and Past Chairman of the Australian Region, Patrick Murray AM FRAeS

MAP was named as a Member of the Order



Rob Dicker(L) and the Hall of Fame's Steve Padgett with the Certificate of Affiliation (Mike Cleaver)

In May, after a two-year hiatus, we were very pleased that a few Australians were able to make it to London for the Livery Dinner and to see two members, Dr Paul Dare and IPC Captain Rob Dicker, clothed in the Livery.

In 2010 a group of aviation enthusiasts, including a number of Air Pilots, formed the Australian Aviation Hall of Fame, whose mission it is "...to honour those individuals and organisations whose outstanding contributions have significantly advanced aviation and aerospace, and who continually inspire future generations." Since its inception 48 men and women, and a number of organisations, have been inducted. This year, after a pause of two years, another four individuals will be inducted at a gala dinner, to be held in October, in new premises fitted out for the Aviation Hall of Fame within the Historical Aircraft Restoration Society's complex at Shellharbour Regional Airport, south of Sydney.

Many of the inductees to the Australian Aviation Hall of Fame have been previously recognised by the then Guild and, latterly, the Honourable Company of Air Pilots, with trophies and awards for their outstanding achievements. It was therefore pleasing that Past Chairmen, Mike Cleaver and Captain Rob Dicker, were able to attend the opening of AAHoF's new premises and to present a Certificate of Affiliation between our two organisations to AAHoF Chairman, Steve Padgett.



PM FRANK DELL

We were saddened to learn of the recent death of Past Master, Frank Dell. Frank and his family have lived in Sydney for some years and Frank took a keen interest in the Region and was also keen to attend a function

Late Master Frank Dell in 2019 (Rob Dicker)

when then-Master Malcolm White visited in 2019. Past Region Chairmen Mike Cleaver and Sandy Howard officially represented the Air Pilots at his funeral. (See full obituary of PM Dell on p12.)

In late June, Equatorial Launch Australia successfully completed Australia's first commercial space launch, with NASA, from the Arnhem Space Centre (ASC) on the Gove Peninsula in Australia's Northern Territory. This was the first of three launches for NASA to conduct astrophysics studies that can only be done from the Southern Hemisphere. The newly built centre, located relatively close to the equator, will provide access to the full range of orbits and inclinations.

In another venture that touches on space, the SA Working Group together with the Adelaide branch of the Royal Aeronautical Society recently hosted a webinar



The Perlan record-breaking glider (Airbus)

presented by Australian engineer and glider pilot, Morgan Sandercock, Chief Engineer and Pilot at the Perlan Project. This project aims to fly a glider to 90,000ft in mountain waves generated to the east of the Andes. So far it has achieved a world record absolute altitude of 76,000ft in a specially designed glider. Amazing stuff! You can read more at perlanproject.org. □

^[1] Airline Competition in Australia; Australian Competition and Consumer Commission; accessed 1/7/2022 at <https://www.accc.gov.au/publications/serial-publications/airline-competition-monitoring-reports/airline-competition-in-australia-june-2022-report>

^[2] QANTAS GROUP MARKET UPDATE – JUNE 2022 accessed 1/7/2022 at <https://www.qantasnewsroom.com.au/media-releases/qantas-group-market-update-june-2022/>

Regional Report: North America

By Freeman Belinda Scott

Encouraging women and people over 30 to make the career change into aviation might be the solution to future pilot shortages.

Transport Canada statistics shows that 75% of new commercial pilot licences issued over a 10-year period from 2007 to 2017 were to individuals under the age of 30. Licences issued to those 30 to 40 years old declined but still represented a significant portion of the total,, averaging 878 licences/yr. For all remaining age groups the average remained consistent with 575 commercial pilot licences issued per year. People over 30 are completing training and finding success in the industry including working in private operations, instructing jobs, and airline positions.

I was in my mid-30s when I started flying. I thought I was too late to do anything professional and that my journey would end with a private pilot licence, but I was excited



Belinda Scott with students

to discover the North American IATRA (Intermediate Airline Transport Rating). I thought I would need to spend

years building hours to be considered for any type of job, but IATRA allows you to work in multi-crew positions as a co-pilot with just 250h. I further learned I could become a flight instructor with even fewer hours to build time or continue as a career. When I started I thought a degree would be required, it would take well over five years, and there would be strict age restrictions. What helped me make the transition was learning there are only three simple prerequisites, which are: you can speak English; pass a medical; and be over 18. Training can be completed as fast as the student can manage with the average being two years; longer is also acceptable.

MORE ACHIEVABLE THAN EXPECTED

Becoming a pilot was much more achievable than I first expected. There are options to do self-paced programmes, fly on weekends, and complete ground school online. This allowed me to juggle work and my two young children. When I first went to class I assumed I would be the oldest and was pleasantly surprised to see all ages. My first instructor was even a 'career changer' which gave me hope. He had made the successful transition in his 40s and like me, had no background in aviation. Being older brings benefits. I had more loan options, savings, and I was fully committed. It took me almost four years but I eventually became a flight instructor. My additional education and skills from previous jobs was viewed as an asset by my employer. During uncertain times it has been nice to have a fall back as a journalist and violin teacher, but I can't imagine doing anything else full-time. I finally have my dream job.

I chose to be a flight instructor because I was the only girl in my class and I wanted to help others. Statistics Canada shows the average share of commercial pilot licences being issued to women has remained at just under 8% for the same 10-year period mentioned before.



Amy Tosto as a flight attendant and now as an instructor

Amanda Tosto was a successful flight attendant with Air Canada. Over a 10-year period she had worked her way up to be a service director, but she had always dreamed of more. It didn't occur to her that she could be a pilot until she met her first female pilot who quickly became her role model. "I didn't really think women could become pilots because it was never a career that was advertised in schools. It took talking to a female pilot to believe it was possible to completely change career path," she says. "she showed me I didn't have restrictions." This inspired her to become a pilot and soon after she started flight school.

SACRIFICE AND HARD WORK

Making a career change took sacrifice and hard work. Tosto sold her home, cashed in her savings, commuted long distances to attend flight school, and even moved across the country. Her advice to others who want to do the same is simple: "The best way to accomplish a difficult goal that demands a lot of sacrifices is to move forward without looking back," she says. "Everyone's experience is different; there isn't one specific way to go about it."

Tosto admits that leaving a stable job and financial security, and going into debt, was a very difficult step, but it also kept her motivated to finish. "When I left Air Canada I promised I would be back, but this time as a pilot." Today she is quickly making progress building hours as a flight instructor while also completing her degree. Tosto also volunteers regularly with high school students and provides free tutoring: "I want to make sure other girls know they can fly," she says.

The industry welcomes women and it isn't too late for those over 30 or 40. "If you are passionate about flying nothing will stop you," Tosto says. Sometimes you just need to see others successfully making the change to believe it is possible. □



REPORT: YOUNG AIR PILOTS

By the YAP Chairman, Freeman Dom Registe



With the UK enjoying fantastic fair-weather conditions at the time of writing, long may it continue for the busy summer flying season ahead.

Along with successful Company appearances at the RAF Cosford and Duxford Airshows, to name but a few, June also presented the opportunity for the Company

to attend the Guildhall Showcase.

The Showcase, held at the Guildhall, London, is an inspirational event which aims to support pupils within the London Livery Schools. With the event attended by the vast majority of London Livery companies, The Honourable Company of Air Pilots team was also afforded the rare opportunity to highlight what we offer to the greater Livery community.

With The Showcase having the youngest average age of attendees in the events calendar, Assistant Capt Steve Durrell marked the occasion by contributing his fully functioning Grob G-115E model aircraft to the stand, which proved to be a huge hit over both days. As well as providing the initial 'wow factor', which drew far too many



Assistant Durrell's Grob model was the centrepiece of the Guildhall stand

smiles to count, it became a fantastic tool to demonstrate control surface movements and their effects, among much else. Needless to say, the team was kept firmly on its toes with the number of questions presented!

Slightly adapting our usual battery of aptitude tests allowed the team to provide a practical, yet enjoyable experience of hands-on aviation and, without question, it proved to be a highly rewarding insight for those in attendance. The Honourable Company of Air Pilots stand was also awarded top marks by event organisers, which most definitely complimented what was already a highly successful showcase for all involved.

With a number of promotional events, visits and fly-ins to come over the summer, there is much to look forward to and, of course, to get involved in, schedule permitting! At the time of reading this, the Young Air Pilots section within the company website will also have had some additional features added, which will allow all members to get in contact easily with any member of the Young Air Pilots committee should they wish. We very much look forward to hearing from you and of course assisting in any way that we can. □



The Air Pilots team at RAF Cosford



The pilot environment is central to the 'Fit to Operate' initiative (iStock)



FROM THE DESK OF THE DIRECTOR OF AVIATION AFFAIRS

By the DAA, PM Nick Goodwyn

This edition of *From the desk of the DAA* will cover the recent meeting of the Air Pilots International Technical Forum which met on 23rd Jun, with Liveryman 'Ronnie' Trasler as Chair, with a good attendance from both UK and the regions, and a look in further detail of a number of the topics discussed. There was a comprehensive review and brief on the governance of the ITF, as approved by the Court, and the importance of input from both the Court and GP&F to steer the direction of the ITF and its technical groups, as well as the responsibility of the ITF, in return, to horizon-scan and propose key issues and areas of research for technical groups to pursue.

The ITF was updated by the DAA on the succession from John Turner and Paul Stone and the priorities set to the incoming DAA on appointment. The ITF was invited to consider topics relevant for the Master to take forward on his upcoming tour of the regions and potential meetings such as with the FAA and ICAO on his trip to the North American region in August. There was an update from the environment group, including the development of the Green Aviation Task Group which is the outcome of the Green Aviation event held in October 2021. There were also updates from the Space Group, Airspace Group, Flight Instructors sub-group and the UAS group.

NEW TRAINING & STANDARDS TECHNICAL GROUP

The Chair proposed that there was scope for a new technical group to be formed with an initial working

title of 'Training and Standards', with terms of reference to be evolved for approval at the next ITF. The scope of this technical group will focus around a 'Fit to Operate' framework. The DAA reported on the intent to refresh the links with SKYBrary and attendance at the National Air Traffic Management Advisory Committee (NATMAC). The Chair concluded with the intent to increase the number of times the ITF meets to four a year and noted that there was always opportunity for new members to join of the ITF.

KEY FUTURE TOPICS

The ITF agreed an outline of key current and future topics for consideration:

- the 'Fit to Operate' initiative and framework;
- the Air Pilots Green Aviation initiative and the work of the Livery Green Aviation Task Group, bringing together operators, regulators, government and finance (city and investors);
- RPAS/eVTOL (remotely piloted air systems/electric vertical take-off and landing) and Urban Mobility noting the global pace of development against the pace of an associated regulatory framework. Using shared best practice and experience and also the risk of RPAS/eVTOL with the possibility of hijack and use for terrorist attack;
- Air Pilots support and challenge to the CAA as a National Aviation Authority (NAA) post exit from EASA and Europe with the potential for closer

co-operation between FAA and CAA;

- Air Pilots as a global pilot membership organisation and opportunities for support, liaison and with improved collaborative licensing arrangements.

FIT TO OPERATE

The 'Fit to Operate' initiative enables, draws together and blends a number of elements that shape the complex aviation 'socio-technical system of systems', in which overall pilot performance and the ability to safely operate is the key and core component. A strategy for developing a 'Fit to Operate' framework fulfills this objective by recognising, and mitigating, the compound risk of pilots operating below the standards of performance required in an ever, and rapidly, changing operational environment.

The impact that the Covid-19 pandemic has had on industry highlights a number of areas that relate to this concept in the near term. The initiative could work to ensure that pilots have the right skills, knowledge and experience to support technical innovations and environmental changes to drive growth across the sector whilst protecting public safety. It would also work to ensure that new pilots and other aviation professionals represent the diverse populations of the UK, where there needs to be a levelling-up of opportunity.

At the highest level, there is a series of widely recognised external factors that increase the challenge faced by the pilot community, from ab-initio and commercial flight training, through recurrent and career development, command and on to retirement, and will continue to do so going forward. Industry and regulators have undertaken much good work in multiple areas but there is continuing opportunity for the Air Pilots to influence outcomes through collation and collaboration, both internally (for example in harness with, and mindful of, the excellent work of the CAT Safety Network under Assistant Ed Pooley) and externally. With extensive external engagement there is the opportunity to influence and innovate, to add value to developments in 'Fit to Operate' and pilot performance, which remains as crucial as ever to ensure competency and underlying resilience to deal with unexpected situations as well as individual well-being.

The proposed new ITF Technical Group, initially titled Training and Standards, could be the driver of this initiative and framework which is looking across the following key areas and issues:

- Post Covid aviation recovery plans (short/medium term);
- Recency, currency and potential skill fade (post Covid and long term);

- Distraction, startle and surprise, core resilience. Research through eye tracking
- Undesired aircraft state. Pilot monitoring skill development
- Human performance and human factors, health and wellbeing including fatigue;
- Aircraft systems knowledge and technical competence;
- Increasing complexity of aircraft automation;
- Latent ability to manage major system failures;
- Technologically and human challenging environment;
- Competitive business pressures;
- Growth in air traffic, and changes to air traffic management;
- Collision avoidance – airborne conflict and terrain collision;
- Commercial pressures affecting training departments and the time available for training. Implications on standards and standardisation in training;
- An increasing demand for pilots, resulting in initial selection criteria having to be broadened to meet capacity – Pilot Supply Chain;
- The overall depth of experience amongst pilots and pilot training professionals.

SKYBRARY

The Clerk and I met recently with the UK-based member of the SKYbrary editorial team, John Barrass. Many members will recall that the Air Pilots and SKYbrary have worked together under a memorandum of understanding since 2014, where the Company has provided safety knowledge and peer review and retained content validation for a significant amount of content. It was timely to undertake to review this relationship and the Company's input and support. For those who may be unfamiliar with it, what is SKYbrary?

SKYbrary is an electronic repository of safety knowledge related to flight operations, air traffic management (ATM) and aviation in general. It is also a portal - a common entry point - that enables users to access the safety data made available on the websites of various aviation organisations, including regulators, service providers and industry.

SKYbrary's strategic objective has been to become a single point of reference for aviation safety knowledge, by making universally available and accessible the safety knowledge accumulated by various aviation organisations, entities and initiatives. The SKYbrary knowledgebase is a dynamic enterprise and has taken several years to develop. To develop further, and maintain the accuracy

and relevance of the knowledgebase, it continues to require the support and active participation of all those interested in promoting best practice and knowledge in aviation safety.

Under the existing MoU, the Air Pilots undertakes to promote and support, as appropriate, this aviation safety base and encourage other aviation organisations and professionals to share their safety knowledge through the portal. We act as a content validation authority, within our own competencies, as well as providing information, relevant data and, where applicable, articles. I shall continue to report on how our review and future participation evolves as we welcomed the engagement back with the UK-based editor. SKYbrary can be accessed at <https://skybrary.aero>

URBAN AIR MOBILITY

Urban Air Mobility (UAM) is the use of small highly automated aircraft, which have been developed in response to traffic congestion, to carry passengers or



Urban air mobility is a potential way round surface traffic congestion (amuledproject.eu)

cargo at lower altitudes in urban and suburban areas. UAM is expected to become a reality in the UK and Europe within three-to-five years as a surge of new technologies such as electric propulsion and enhanced battery capacity, applied to vertical take-off and landing systems, provides an impetus and an enthusiasm for development, demonstration and implementation of UAM which risks outpacing allied regulatory frameworks.

Whilst the first commercial operations are expected to be the delivery of goods by drones and the transport of passengers, initially with a pilot on board, remote piloting or even autonomous services could follow. Many prototype projects are under way and some OEMs



AMU-LED trials are paving the way for eVTOL operations

have already applied for certification, including of piloted vehicles for passenger transport. The challenge will be for NAAs such as the UK CAA to keep pace with regulatory requirements covering operations, safety management and airworthiness. With limited capacity for new rule-making and significant lead-in times for governmental regulatory approval, the demands and pressure from industry to accommodate UAM will grow apace.

As an example, recently a new project conducting test flights of drones in urban environments has carried out its first demonstration at Cranfield University. The Air Mobility Urban – Large Experimental Demonstration (AMU-LED) flight on 30th June tested the feasibility of urban air mobility management systems, paving the way for more complex trials in the future. Integration of UAM will be paramount, and one of the key enablers for UAM is 'U-space', an air traffic management (ATM) framework to enable the safe and secure integration of drones. U-space is described as a set of specific services and procedures designed to ensure safe and efficient access to airspace for a large number of drones, based on high levels of digitalisation and automation.

As with ATM for general aircraft, U-space will ensure that drone operations are carried out safely and efficiently. The system is more automated than current air traffic control, with less human interaction and the capacity to handle more flights simultaneously. AMU-LED will demonstrate the safe integration of manned and unmanned aircraft within U-space. In a series of demonstrations, the project will use large electrical Vertical Take-off and Landing (eVTOL) platforms for passenger and cargo transport, combined with smaller Unmanned Aerial Systems (UAS) performing delivery of goods and medical supplies, surveillance or support for emergency services. □



YOUTH IN AVIATION – SECOND EVENT

By Liveryman Alasdair Beaton

Following the very successful first of six planned events for the Company's Youth in Aviation project, the first having been with Highland Aviation, at Inverness, on 3rd August 2021, a second Youth in Aviation flying event was successfully carried out at Leeds Bradford Airport, with Hields Aviation, on 31st May.



The happy fliers, care workers and team from Hields Aviation with Alasdair Beaton (pictures via Author)

The aim of the Youth in Aviation project continues to be to provide a flying experience opportunity for disadvantaged young people between the ages of eight and 18. Under normal circumstances, some young people would never have the chance to experience any form of flying. What has emerged through the scheme is the source of those youngsters to whom that flying opportunity could be given. That source is Young Carers, a section of our UK national communities that is not nearly well-enough known and most certainly deserves a wider recognition. Young Carers invariably come from disadvantaged backgrounds but, even at a very young age, they take on adult family and social responsibilities, often to the great detriment and sacrifice of their own free time.

Virtually all the major cities throughout the UK have an easily-contactable Young Carers organisation. Thus, as the Youth in Aviation project continues nationwide, it is intended that the Company will establish a creditable bond with Young Carers.

THIRD ATTEMPT

The latest Young Carers came from Family Action – Young Carers Services, in Leeds. This was the third attempt with Hields Aviation, Leeds Bradford, to get our Young Carers flying. The first two attempts, in the autumn of 2021 and in May 2022, were both foiled by wind and weather at Leeds Bradford airport. Tuesday 31st May began equally doubtfully but an optimistic two-three-hour window in the middle of the day proved to be just enough to get in five flights in two Cessna 172 aircraft. A wet afternoon precluded an outside photograph of all our first-time

flying Young Carers in front of their aircraft.

Following the flights, all the Young Carers were delighted and so grateful for their flying experience. Perhaps the best form of feedback came a few days later directly from the Leader of Family Action Young Carers Services, Leeds: "Being a young carer can be lonely. The opportunity for young carers to spend the day together, having fun and doing something exciting not only resulted in a long-lasting childhood memory but also a huge feeling of achievement as the young people showed their courage and strength to combat their fears such as being afraid of heights.

"Feedback from the young people included: 'This is the best day!; Leeds looks like a toy city!; I got to control the plane in the air!'; and 'I can't believe I did it!'

"We appreciate that it was not easy to organise the event due to us having to rely on the weather. We would also like to thank the pilots who gave the young people the best flying experience. Maybe one day one of our Young Carers in Leeds might be flying your plane to your holiday destination!"

NO MORE FEAR OF FLYING

Most importantly, two Young Carers succeeded in overcoming their fear of flying, which was the greatest reward of all involved. Again, from the Young Carers leader: "I spoke to Blossom's Dad and he said she was really looking forward to it and then on the day Blossom felt really nervous and decided not to go to up in the plane, when it was her turn. It would have been disappointing for her if she had left the centre without flying that day but you both went to extra lengths to send Blossom up in a plane later in the day with her Young Carers worker. She felt so proud of herself afterwards and it was an amazing achievement and Blossom said that she felt really proud of herself. This was an excellent lesson to Blossom that she can do anything!"

Twenty-four disadvantaged young people have now been taken flying through the Youth in Aviation experience. The target for this very special project is to fly 60 Young Carers, with three more events to come. The next being planned is with Cambridge Flying Club but operating out of Duxford and combined with a visit to the Duxford Aviation Museum. □



Ready for a memorable first flight



FLYING THE VINTAGE GLIDERS: PART 2, THE CADET MARK III AND PREFECT

By Liveryman Peter Turner



Unlike the Sedbergh (background) the Cadet had tandem seating (all pictures by Peter R March)

Following his previous articles on 621 Historic Glider Flight and on flying some of its gliders, Peter Turner finishes his series with flying impressions of two more machines.

SLINGSBY KIRBY CADET MARK III – XA310

Although the Sedbergh was an excellent training aircraft it had two drawbacks. It was big and heavy and had side-by-side seating. In the late 1940s many instructors were in favour of tandem seating with the instructor seated in the back. The benefits are that the instructor can 'cover' the controls without being seen by the student, and the student gets the feeling of being alone in the glider which helps self-confidence. It is noticeable that this philosophy survives to this day. I certainly prefer instructing in this configuration.

The Cadet Mark III is a derivative of the single-seat Mark II with an extended and widened fuselage. It first flew



Cadet XA 310: Peter Turner's mount from 60 years ago

in 1949 and entered service with the Derbyshire and Lancashire Gliding Club at

With its glide angle of 1:18 the Mark III is a very poor soaring machine and is often referred to as 'The Brick'. However, it was designed for circuit bashing and not soaring. For this reason, it never became popular with civilian clubs. In all a total of 126 of the type was delivered to the Air Cadets.

I first flew XA310 on 2 July 1961 at Weston-super-Mare as a young 14-year-old Air Cadet and on 24th February 1963 I flew my first solo in it. Over the preceding 18 months or so I had accumulated 6h 8min in 79 launches, eagerly awaiting my 16th birthday to fly that first solo.

Date	Time	Pilot	Remarks	Time	Time	Time
19.12.60	14.30	Turner	1st flight	14.30	14.30	14.30
19.12.60	14.30	Turner	2nd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	3rd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	4th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	5th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	6th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	7th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	8th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	9th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	10th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	11th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	12th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	13th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	14th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	15th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	16th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	17th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	18th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	19th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	20th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	21st flight	14.30	14.30	14.30
19.12.60	14.30	Turner	22nd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	23rd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	24th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	25th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	26th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	27th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	28th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	29th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	30th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	31st flight	14.30	14.30	14.30
19.12.60	14.30	Turner	32nd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	33rd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	34th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	35th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	36th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	37th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	38th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	39th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	40th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	41st flight	14.30	14.30	14.30
19.12.60	14.30	Turner	42nd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	43rd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	44th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	45th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	46th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	47th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	48th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	49th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	50th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	51st flight	14.30	14.30	14.30
19.12.60	14.30	Turner	52nd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	53rd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	54th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	55th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	56th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	57th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	58th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	59th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	60th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	61st flight	14.30	14.30	14.30
19.12.60	14.30	Turner	62nd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	63rd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	64th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	65th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	66th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	67th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	68th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	69th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	70th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	71st flight	14.30	14.30	14.30
19.12.60	14.30	Turner	72nd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	73rd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	74th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	75th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	76th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	77th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	78th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	79th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	80th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	81st flight	14.30	14.30	14.30
19.12.60	14.30	Turner	82nd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	83rd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	84th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	85th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	86th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	87th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	88th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	89th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	90th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	91st flight	14.30	14.30	14.30
19.12.60	14.30	Turner	92nd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	93rd flight	14.30	14.30	14.30
19.12.60	14.30	Turner	94th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	95th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	96th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	97th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	98th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	99th flight	14.30	14.30	14.30
19.12.60	14.30	Turner	100th flight	14.30	14.30	14.30

Turner's logbook shows the slow pace of accumulating hours on Cadet XA 310 (Author)

It should have been on my birthday, but heavy snow delayed it. So on the first clear day, off I was sent and to everyone's delight landed in a shallow snow drift. No harm done, though, and nothing could dent my feeling of absolute bliss and elation. It is an experience that no pilot forgets.

INSTRUCTOR

After another year, at the tender age of 17, I became an instructor and spent many hours in the back of 310 over the subsequent three years. I was recently reminded of the time when, instructing at Weston, I got too low to get back to the field. In desperation I scratched around in a thermal, something the Mark III did not do too well, and eventually clawed back enough height to land back. The boys thought it a splendid effort but it didn't stop the Boss, who was a little grumpy that day, from carpeting me. To fly 310 now always brings back wonderful memories of those fun days.

That aside, 310 - possibly like all Mark IIIs - is not the nicest glider to fly, being heavy in roll and very quick to return to earth. I say 'possibly' because 310's aileron shroud gaps are not covered and there is some speculation that this adds to the roll problem. It has been retro-fitted with very effective spoilers so side-slipping to achieve spot landings is not required. The cables to the individual spoilers run up in front of the rear cockpit and one of our little games when flying mutual with another instructor was to alternately pull on one cable thereby opening each spoiler in a random fashion making the whole thing fall about the sky thus causing the handling pilot all sorts of control problems - great fun. Visibility from the front cockpit is good and from the rear, diabolical. Instructors have to take great care in their lookout - especially in turns.

Cockpit comfort is not exactly the best. I, for one, get 'bum ache' quite quickly and climbing into the rear cockpit is an art with struts, flying wires and control cables all trying to trip you up. Three- minute circuits are the norm, but despite all I still get loads of satisfaction flying it. Quite a few of the others on the Flight flew 310 when it was at Weston and also flew their first solos in it, so it has a bit of a fan club.

To mark the achievement of my first solo, on 24th February 2013 I had the pleasure of flying XA310, exactly 50 years after the event. That was a novel and fun thing to do - not many get to do that!

SLINGSBY PREFECT - WE992

Fred Slingsby designed the Prefect as a replacement for the Grunau and it was first flown in June 1948. It was to fill the niche between the Tutor and the high-performance sailplanes of the day such as the EoN Olympia. It was the

ideal glider for pilots to complete their Silver C badge comprising a five-hour duration flight, gain in height of 1,000m and a 50km cross-country flight.

The ATC purchased 16 Prefects for chosen cadets to gain their 'Advanced Soaring Certificate' and hopefully their BGA 'C' certificates. I gained mine in 1963 at Halesland Airfield on the Mendips near Cheddar. The flight lasted 22min, and I was mildly reprimanded for exceeding the required 15min by too big a margin. The Boss was a bit grumpy that day.

WE992 is a delight to fly and pleasing to the eye. It has a semi-enclosed canopy, which can be left off if preferred, and a very snug cockpit which some find claustrophobic. Visibility is reasonable, although the high cockpit sides give the impression of peering out of a teacup. Conversion to the Prefect was, and still is, made via the Sedburgh: that is novel because there could not be two more different gliders! The Barge has a huge cockpit, benign controls, relatively ineffectual spoilers operated by a T-handle and simply wafts into the air. The Prefect, however, has a tight cockpit, lighter controls, very effective airbrakes operated by a lever rather than a knob and leaps into the air with, to the newly initiates, amazing rapidity. Once acclimatised though it is very responsive, well balanced and is a lovely soaring machine, especially on a warm summer's day! □



The Prefect is a proper sailplane, capable of long flights

SPECIFICATIONS	
Cadet Mark III	Prefect
Wingspan: 43ft 3.5in (13.19m)	Wingspan: 45ft 0in (13.72m)
Length: 23ft 3.5 in (7.1m)	Length: 21ft 4in (6.5m)
Maximum Weight: 829lb (376kg)	Maximum Weight: 587lb (266kg)
Empty Weight: 388lb (176kg)	Empty Weight: 390lb (177kg)
Maximum Speed: 70kt (130km/h)	Maximum Speed: 87kt (144km/h)
Stall Speed: 33kt (61km/h)	Stall Speed: 30kt (56km/h)
Best Glide: 1:18 at 39kt (72km/h)	Best Glide: 1:21 at 37kt (68km/h)

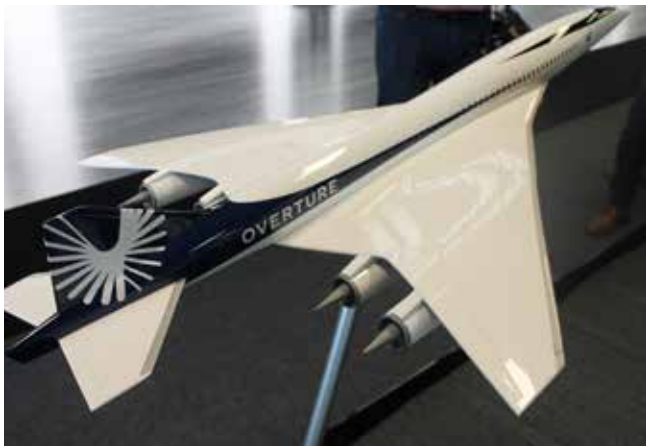
FARNBOROUGH JOTTINGS

By The Editor

The Farnborough Airshow, held in July for the first time since 2018, was a very different affair from those of earlier years, with fewer aircraft on the static park and even fewer taking part in the flying display. It did, however, feature much more conferencing than hitherto, and a strong showing in the exhibition halls. Some items which attracted the attention of the Editor are shown here.

A NEW BOOM

Boom Aerospace announced a massive revision to its Overture supersonic airliner, which has been in development for over five years and whose engineering team has made good use of the experience of some of the Company's Concorde pilots and the Brooklands Concorde simulator. The revised Overture's composite



Area-ruled and gull wing are prominent in new design

structure has lost much of its superficial similarity to Concorde, with a new area-ruled fuselage and a sharper-looking gull wing, and the earlier three-engine configuration gives way to one of four high-bypass turbofans hanging underneath the wing in a layout redolent of the Convair B-58 Hustler of the 1950s. Boom CEO Blake Scholl describes it: "...as if Concorde and a 747 had a baby."

The revised aircraft remains Concorde-sized, with a length of 201ft (61.3m) and a span of 106ft (32.3m), but will cruise slower (M1.7) supersonically, and M0.94 subsonic, carry 65-80 passengers with a full-payload range of 4,250nm. The new wing, with leading and trailing-edge devices, and area-ruled fuselage contribute to a predicted 20% reduction in drag compared with the earlier design. The current schedule foresees ground-breaking at the new factory and first flight of the XB-1 proof-of-concept demonstrator this year, with a first flight of the definitive

Overture in 2026 and certification/entry into service three years later in 2029.

VERTICAL TAKES OFF

British start-up Vertical says that the definitive engineering prototype of its VX 4 electric urban air mobility rotorcraft will fly "this summer" from its base at Cotswold Airport (Kemble). The mainly-carbon-composite airframe, built by Leonardo Helicopters, has room for a pilot and four passengers within a 1,235lb (560kg) maximum payload. The VX 4 has four tilting electrically-powered rotors



VX 4 is close to making its first flight (pics: Editor)

mounted on the leading edge of the wing and four fixed contra-rotating rotors, which fold and stow for conventional flight, behind the trailing edge, in addition to conventional flying controls on its wing and vee tail. Claimed performance includes a 200mph (320km/h) top speed and an initial range of between 60 and 100 miles, depending on charge-reserve requirements. The one-tonne lithium-ion battery pack is designed to recover 75% of its charge in 50min, using a 1.2MW charger, though the maximum designed charge rate is 3.75MW.

The company has already flown two unmanned demonstrators with very different configurations (a ducted-fan quadcopter and another with six "double-decked" rotors) and is aiming to have this definitive machine certificated and in production by 2025. It estimates a worldwide demand for the machine of up to 10,000 examples. It says it is working with National Air Traffic Services (NATS) on what the operating environment would look like with large numbers of urban air mobility machines in service, and has a deal with CAE on pilot training, although conversations are continuing on the details of the pilot training and qualifications that will be required. □

REVIEW: *CLOSE CALL: RAF CLOSE AIR SUPPORT IN THE MEDITERRANEAN, VOL II, SICILY TO VICTORY IN ITALY, 1943-1945*, BY LIVERYMAN VIC FLINTHAM

Reviewed by The Editor



Like its companion volume (*Close Call, Vol I*), reviewed in *Air Pilot* February 2021, this is the result of a formidable exercise in extracting enormous quantities of detailed information from as many sources as possible on one very specific aspect of allied air operations during World War Two.

As the author states in his

preface, it is not a story of the war in Italy in its entirety, but in covering the actions of the RAF (and sometimes the USAF) in this theatre, it does give enough detail of the land and sea battles for which close air support was being provided to put the whole into context.

Equally, this is not just the story of the fighter-bombers (Supermarine Spitfire and Seafire, Hawker Hurricane, Bristol Beaufighter, Curtiss Kittyhawk, North American Mustang and Grumman Wildcat for the RAF; North American Apache/Invader, Grumman Hellcat, Lockheed Lightning and Republic Thunderbolt for the USA) and light bombers (Martin Baltimore and Marauder, Douglas Boston and Invader, North American Mitchell) and the units which operated them. It also covers extensively the army co-operation and artillery support operations of both the British and Americans, using Austers, Piper Cubs and Stinson Sentinels – it was the logbooks and diaries of the author's uncle, an Auster pilot, which first started him on this endeavour.

WIDESPREAD SOURCES

The raw material and sources which the author has consulted range from official reports and analyses, policies and reviews to diaries, logbooks, filenotes, instructions and operations record books, both RAF (including Commonwealth) and American. The operation of the "Rover" system of ground-based forward observation posts, and the integration of their activities with those of the airborne observation and support assets is well covered, and backed up in the appendices with official reports of those operations drawn from the National Archives. Using these sources, Flintham has built up

detailed, illustrated accounts of all the major actions, backed up by maps, charts and diagrams.

The book does not merely chronicle the events of these three years in admirable detail, it also provides succinct analyses of the successes and failures of the various individual campaigns within the three years covered. Thus, the failure to cut off the German retreat from Sicily is examined, as is General Mark Clark's seemingly ego-driven abandoning of Field Marshal Alexander's plans for the Anzio landings in May 1944, with Clark opting to liberate Rome instead of cutting off Kesselring's retreating German forces. Other Allied leaders whose failings are recorded in these pages include Lt Gen Sir Bernard Montgomery and Lt Gen George Patton.

MANY PHOTOGRAPHS

As with the earlier volume, this book stands out for the copious number of photographs, a very few of them in period colour but all of them carefully and comprehensively captioned and drawn from a variety of sources including the author's own obviously extensive collection. Although the book is printed on good-quality paper, the overall impression is let down by the generally indifferent reproduction of the photographs – even allowing for the understandable lack of definition in many of the wartime originals. Against that must be noted the excellence of the glossary of technical terms, three pages of bibliography and six full pages of comprehensive index, backed up by 24 pages of appendices covering everything from the organisation structures of the various forces involved, through official operation reports to basic specifications of not only the aircraft of both sides in the conflict but the ground armour against which they were operating, and the unit codes of all the allied forces in the campaign. All this support material ensures that *Close Call* works as a substantial reference source as well as a fascinating read, for which Vic Flintham is to be roundly congratulated. □

Close Call: RAF Close Air Support in the Mediterranean, Vol II, Sicily to Victory in Italy, 1943-1945, by Vic Flintham: 288pp, hardback; published by Crécy Publishing Ltd, 1a Ringway Trading Estate, Shadowmoss Rd, Manchester M22 5LH, www.crecy.co.uk; £29.95



RAF Battle of Britain Memorial Flight Lancaster PA474 (John Dibbs; all pictures, Tall Boy Films Ltd)

LANCASTER, A DOCUMENTARY FILM



By Warden Richie Piper

I was fortunate to attend the premiere of the film *Lancaster* recently. It was created by the same team that made the film *Spitfire* five years ago, which featured a number of Air Pilots flying the aerial sequences, most notably PM Cliff Spink and Liveryman John Romain. There are Air Pilots connections in *Lancaster*, more of which later.

It is true to say that for the production team, these two films were labours of love, and motivated by the urgency of capturing the veterans on film describing their experiences before it was too late. Indeed, not all the veterans interviewed during the five years of production of each film survived to see the premiere, but this remarkable generation's words are now captured forever. The film itself is an audio-visual delight, with the stunning aerial scenes filmed by John Dibbs and the soundtrack of four Rolls-Royce Merlins complemented by a sympathetic music score. I had been asked to review a rough edit of the film and make comments, all of which were addressed and probably already in plan. The difference between that and the final cut shows the artistry used to sculpt it into the polished work.

VETERANS' VIEWS

A clear issue was the narrative in addressing the controversy of the task of RAF Bomber Command, and the rough edit suffered from a rather 'woke' treatment before the background was fully explained. The finished product resolved this brilliantly, by getting the veterans to tell their story and what they felt during the missions, and

as they look back.

The breadth of veterans' views tells the story so much better than any revisionist historian could. The expressions of remorse and regret for what they undertook, knowing they could not ask their God to bless their missions, is perhaps the clearest expression of emotional conflict they had to cope with, this on top of fear and loss of colleagues. One clear message, however, underscores it all: that is, what they were ordered, and had, to do to stop Hitler. As veteran Sqn Ldr George "Johnny" Johnson says to address critics of Bomber Command: "I ask you two questions: were you there, and did you understand what was going on?". As the film points out, the Nazis had bombed many British cities, causing massive destruction and 43,000 deaths in London alone. Of course, as it later transpired, Hitler and his regime had also carried many atrocities including the murder over six million Jews. Therefore, Bomber Command had an essential role to take the attack to the Nazis, not only to attack their industrial capacity to reduce Germany's capacity to wage war, but also to support the Soviets on the Eastern front; a political imperative for Churchill.

CAPABILITY AND VERSATILITY

Whilst this film overviews the development of the Avro Lancaster, it does not cover it in any great technical detail. It does, however, illustrate its capability and versatility. A Boeing B-17 would have to undertake six missions to drop the same amount of ordnance as a single Lancaster could, and the Lancaster was the only aircraft that could



Flt Lt Jo Lancaster DFC astride a "Cookie"

carry Barnes Wallis's bouncing bomb on the Dams Raids. The film covers Operation Chastise with a mixture of clips from the 1955 film and commentary from Johnny Johnson about the formation of Squadron X, Guy Gibson and the raids. Artistic use is made of the original 3D models used to plan the raid, at RAF Scampton.

The impact of the stresses of combat during the Dams Raids is not just reflected on the crews but also on the people around them, such as the women serving breakfast in the Mess after the Raids, the number of empty tables reducing them to tears and them being sent home in compassion. A vignette of the time the crews



No 83 Squadron (Wendy Craig)

waited to be equipped with Lancasters gives a glimpse of their lives before missions started in earnest. They had been ordered to spend several weeks at the Avro factory at Woodford to learn as much as they could about their new bomber. On finding so many young women working in the factory, one veteran remarked that he had learnt more about the facts of life than he did about the Lancaster during those weeks!

The aircrew found the Lancaster cramped and uncomfortable, but accepted these discomforts as its power and good handling ensured that it could successfully undertake the tasks allotted to them. The memories of the raids and the wall of flak surrounding the aircraft over the target often come back to them: as veteran Flt Lt Russell "Rusty" Vaughman says, the dreams don't disturb him, but he is not keen on fireworks



The crew of Lancaster ED285/AJ-T of 617 Squadron at RAF Scampton, 22 July 1943. (L-R) Sgt G Johnson; PO D A MacLean, navigator; Flt Lt J C McCarthy, pilot; Sgt L Eaton, gunner. (Rear) Sgt R Batson, gunner; and Sgt W G Ratcliffe, engineer. (IWM)

displays, as they are an uncomfortable reminder of what they flew through.

It is well documented that of the 120,000 airmen of Bomber Command, 55,573 were killed in action. In one raid alone, Bomber Command lost more airmen than Fighter Command lost in whole of the Battle of Britain. This was how the war was taken to Germany after the Battle of Britain and ultimately prepared the way for D Day and victory in Europe. It is therefore sad that Bomber Command and its leader ACM Sir Arthur Harris were "thrown under the bus" as the politicians sought to shift the blame onto the aircrews for the orders they had given them. This was Churchill the self-serving politician rather than the war time leader, but the strategy failed as he was not re-elected Prime Minister after the war.

TRAGEDY

The tragedy is that these brave men were made to feel like murderers after the war and never received the recognition they deserved. As one veteran commented: "It took years for us to get our own memorial - we did that, not the government, not any government helped". Indeed, our own PM Malcolm White was a key figure working tirelessly to ensure that the Bomber Command Memorial in London was built despite massive obstacles and objections put up by Westminster City Council.

The Bomber Command Memorial is a fitting tribute not only to the 55,573 aircrew who lost their lives, but to all of Bomber Command who protected our nation and the world from tyranny. The sculpture at its centre captures the fatigue of a crew after a mission as they search the sky with concern for returning comrades.

A visit to the Bomber Command Memorial and watching the film *Lancaster* is something we all owe the veterans and will better inform us of the lessons of history.

Lancaster: a film by David Fairhead & Anthony Palmer; a Haviland Digital / Trevor Beattie Films / British Film Company Production □

INTO THE OVERSHOOT

A round-up of less-formal items which have caught the Editor's eye

ST CLEMENT DANES CHAPLAIN

The Chaplain-in-Chief has appointed Freeman the Rev Mark Perry as Resident Chaplain of St Clement Danes, the Central Church of the Royal Air Force. Padre Mark formally took up post on 6th May. He says: "I feel it is a great honour for me to be at St Clement Danes, the Royal Air Force's family church. Being a Chaplain in the Royal Air Force is a privilege. I serve extraordinary people, not least the whole force community from this beautiful Wren Church which offers much to the diverse family of the Royal Air Force and public benefit." □



(M Perry)



(Spence Frederick Photography)

AIR PILOTS GAIN AWARDS

The 2022 Aerospace Media Awards, presented on the eve of the Farnborough Air Show, saw recognition for two Members of the Company. Assistant Steve Bridgewater, who is now the Deputy Editor of the Royal Aeronautical Society's magazine *Aerospace*, received the award for the best submission on Passenger & Crew Wellbeing for an article "The Air That We Breathe" in *Aircraft Cabin Management* magazine. A Lifetime Achievement Award was presented to the Hon Ed, Liveryman Allan Winn, for a journalistic career which began almost 50 years ago and has included 14 years as Editor and then Publisher of *Flight International*. □

SOLAR-POWERED RECORD

It appears that Airbus has set a new record for the longest flight for an unmanned aircraft, with its Zephyr S solar-powered surveillance aircraft having clocked up a flight of over 26 days continuously airborne, in July. The 75kg Zephyr S has a wingspan of up to 92ft (28m) and two Newcastle University 0.6hp (0.45kW) permanent-magnet synchronous motors powered by solar panels on the wings, with 53lb (24kg) of lithium-ion battery back-up to ensure continuous operation around the clock. It is capable of carrying a 5kg payload at altitudes of up to 76,100ft (23,300m). Airbus has not officially confirmed the details of the record-breaking flight, which originated in Arizona, USA. □



(Airbus)