**Diary**

**FEBRUARY 2016**
- 2 Luncheon Club
- 11 General Purposes and Finance Committee Meeting
- 16 Ladies Visit to FCO

**MARCH 2016**
- 3 General Purposes and Finance Committee Meeting
- 3 Court Meeting
- 7 Annual Service
- 7 AGM, Installation and Supper
- 10 Aptitude Testing
- 10 Lord Mayor's Dinner for Masters
- 11 United Guilds' Service
- 11 Lunch with Fannmakers' Company

**APRIL 2016**
- 7 Air Pilots' Benevolent Fund Meeting
- 14 General Purposes and Finance Committee Meeting
- 14 New Members' Briefing
- 26 Luncheon Club
- 26 Cobham Lecture

**MAY 2016**
- 10 ACEC Meeting
- 12 General Purposes and Finance Committee Meeting
- 25 Technical Committee Meeting
- 26 Livery Dinner

**VISITS PROGRAMME**
Please see the flyers accompanying this issue of Air Pilot or contact Liveryman David Curgenven at visits@airpilots.org.
These flyers can also be downloaded from the Company's website.
Please check on Company website for visits that are to be confirmed.

**GOLF CLUB EVENTS**
Please check on Company website for latest information

Cover photo: This month's cover shows HMS Bulwark, commanded by Liveryman Captain Nick Cooke-Priest, framed by the tail of a US Marine Corps VM22 Osprey operating from HMS Ocean on a recent deployment to the Mediterranean. Members of the Court were privileged to join HMS Ocean on her recent return voyage from Rome to Plymouth via Gibraltar. HMS Ocean is affiliated with the Honourable Company; two reports of the voyage home can be found in this issue. Photo courtesy Court Assistant John Towell.
This issue of Air Pilot concentrates mainly on the achievements of the Company’s Scholarship and Bursary winners, along with some other activities involving young people. You will find descriptions of a variety of flying experiences written by the award winners themselves, together with an article covering the work of Tayside Aviation which has provided facilities for RAF Flying Scholarships for many years, guided skilfully by Liveryman Lovat Fraser. Unfortunately lack of space has meant that a delightful description of a charitable event for children suffering from cancer, undertaken at Compton Abbas by Liveryman Gerry Gerrard and a report on a visit to the RAF Aerobatic Team the Red Arrows have had to be held over until the next issue. In December HMS Ocean, our affiliated warship, offered the opportunity for Court members to join the ship on two legs of her voyage back to Plymouth, from Rome via Gibraltar. These are described by Assistant John Towell and Past Master Chris Hodgkinson. The Master tells of his experiences on his Tour of the Regions and his partner Sue gives a lady’s slant to the punishing schedule. Master Elect Peter Benn describes how a small community in Wiltshire decided to commemorate an event of 75 years ago which, at the time it happened, was considered to be an everyday hazard of wartime flying. I hope you find this varied mixture of articles interesting and entertaining.

And now, the time has come for me to pass over the controls of Air Pilot to a fresh pair of hands. Back in 2008 I was bullied into taking over as Honorary Editor of the then titled Guild News by a certain Past Master who was at that time a Warden; I have now found out where he lives! I feel that its successor Air Pilot is now well and truly airborne so it is time for me to move on. I really had no idea what I was taking on back then and it was a daunting prospect. I owe a huge debt of gratitude to Richard and Helen Lewis of Printed Solutions, without whose help and guidance I would never have got anywhere. That they have become firm friends is an added bonus. My thanks also go to Past Masters Peter Bugge and Dick Felix, and to Ruth Cundy and the Learned Clerk for their help in the unavoidable chore of proof reading. Thanks also go to the many contributors from the Company’s varied membership for a mass of entertaining articles submitted for publication. My only regret is that I was unable to persuade the Regions to offer more inputs as I am sure there are many good stories out there. And so I hand over control to the capable hands of Liveryman Paul Smiddy who will edit Air Pilot after this issue. He will inherit the editor’s Company email address of editor@airpilots.org. I wish him every success in his role as Honorary Editor.

Paul, you have control.

Liveryman Tom Eeles, Honorary Editor

Contents

News Round Up .................................................................4

Gazette .................................................................6

Master’s Message ..........................................................7

The Master’s Tour ..........................................................8

Scholarships and Bursaries 2015 ........................................14

Flying Scholarships at Tayside Aviation .................................24

From the Desk of the DAA ..................................................25

Company Visit to HMS Ocean ...........................................27

A Story from World War Two ............................................31
THE LORd MAYOR'S SHOW

Assistant John Denyer

Only the Brits would hold a carnival in late November. So, as often happens, the storm clouds were gathering around the same time that the floats and participants were gathering in the streets around London Wall and Guildhall.

Having collected our robes and the Company placard from Cobham House at the unfashionably early Saturday morning time of 9am, Assistants Goodwyn, Piper, Towell and Denyer had made their way by tube (attracting some glances and giggles from curious tourists) to St Martin le Grand ready for the 10am muster time. The head of the procession passes Mansion House at 11am, and eventually, at 11:30, our part of the proceedings is marshalled into place as the procession is assembled from the various streets to form an orderly line before heading off through the City.

The Modern Livery Companies are about half way through the processions at number 58, sandwiched between a vintage fire engine and a double-decker Green Line Routemaster bus. No float for us; with our colleagues from the other companies, we walk at the usual brisk pace towards Mansion House where we proudly display our placard and doff our hats to the Lord Mayor and his guests.

By now it is raining steadily but umbrellas keep off the worst of the rain from above. The road, however, having had hundreds of horses ahead of us in the processions, is beginning to resemble a farmyard and our feet and trouser legs are getting soggy as we make our way past St Paul's and along Fleet Street.

I've noticed in previous years that the enthusiasm of the crowds seems to increase the worse the weather gets, and this year was no exception. Several people deep on the pavements for most of the 1.5 mile long outbound route, their cheering and waving for everything that moves past them is relentless.

As we approach our half-way stopping point near Aldwych (while the Lord Mayor enters the Royal Courts of Justice to swear loyalty to the Crown), we are beginning to look forward to a break. The Honourable Company of Master Mariners are always most gracious in hosting us and some other Livery Companies on board HQS Wellington, their HQ, moored on the Thames near Temple tube station.

After a couple of glasses of bubbly and a sandwich in a marquee on the aft deck, it is time to reassemble for the second part of the procession back past Mansion House by way of Victoria Embankment. Lots more waiting around as the procession gets under way again.

Grin fixed in place (you can't help it with so many cheerful supporters waving at you) we make our way through the now heavy rain back to the starting point. The pavements are just as crowded and the spectators just as oblivious to the weather.

After passing Mansion House for the second time, this 800th Lord Mayor's Show disperses around Gresham Street. Feeling pleasantly weary, we make our way back to Cobham House to hang the hats and robes up to dry. The customary 5pm firework display is cancelled for security reasons, but to be honest, warmth, food, and a reviving drink somehow seem a higher priority right now. But I'll do it all again next year if the Company will allow me!

AIR PILOTS BENEVOLENT FUND 2015

This year Warden Chris Spurrier remained as Chairman, Liveryman John Davy as Treasurer, Assistant Robin Keegan as Secretary and the Master remained as Almoner. During the year trustees noted with sadness the death of two beneficiaries.

The Lord Mayor's Show had a very successful season. Assistant John Towell has succeeded in persuading other Livery Companies to support the scheme and, as a result, 106 students flew despite some very poor weather. Teachers assure us that this is a very worthwhile exercise in promoting the students' self-confidence and widening their horizons beyond the context of the deprived areas where many of their schools are situated. The Fund continued its grants to the Fleet Air Arm Officers Association Ray Jeffs gliding scholarships and provided 4 PPL scholarships, a bursary for a student at City University and offered funding for flying instructor development training, although not all that money was awarded. Trustees also provided two flying scholarships for disabled people. The Chairman met the recipients of these latter scholarships and was impressed by the determination with which they had overcome the problems they had faced. Trustees are convinced that this is a worthy use of funds and demonstrates the real public benefit of their investment.

The Fund's financial position remains stable with the investment portfolio's valuation remaining satisfactory. Support for existing beneficiaries continues and new applications for assistance are regularly received.

The Fund's stable financial position has allowed the budget to continue most of the grants offered in previous years. Trustees also received a request from Past Master Roger Gault. The Livery Companies Skills Council Apprenticeship Scheme had benefitted from a £1 million grant from HM Government but this has now been removed. PM Gault requested assistance to continue the scheme. Trustees agreed to fund two apprenticeships for student flying instructors.

FLYING THE KNIFE EDGE

The editor writes: 'Flying the Knife Edge' is the title of a paperback book recently sent to me by Captain Matt McLaughlin, a Hong Kong based captain with Cathay. In it he describes his early flying career when, as a 'bush pilot', he flew small passenger and cargo aircraft.
into remote mountain airstrips in the wild interior of Papua New Guinea. Virtually every flight seemed to avoid disaster by a hair's breadth; the tales of accidents, often fatal, appear on almost every page, hence the book's title. However, the author survived and went on to a serious flying career as an airline pilot with Cathay. Doubtless his airmanship and handling skills were honed in this very hard school, but there is almost too much repetition of calamity. Nevertheless the book is fascinating to read, particularly the early chapters describing his short time with RNZAF and the latter ones covering his conversion to wide body airliners. It is available as a paperback in Hong Kong, Papua New Guinea and NZ, and as an ebook in the rest of the world. The editor's copy is available in Cobham House.

**COL PHIL “HANDS” HANDLEY RECEIVING THE AWARD OF MASTER AIR PILOT FROM THE HONOURABLE COMPANY OF AIR PILOTS.**

Col Handley received this award in recognition of his life-time of dedicated service and extraordinary piloting skills, air navigation capabilities, airmanship and character that brought honor and respect to the profession.

A brief review of Col Handley's career is a fascinating read. He flew a wide spectrum of aircraft, from the F-86 and the C-130, as well as the F-4 and F-15. Col Handley's story is captivating. Leaving university early to pursue his passion (flying in the US Air Force), “Hands” began a journey that would take him far away from his small, dusty hometown in the Texas Pan Handle, to Europe and the far east, all the while living the fighter pilot life to the fullest—flying, fighting and winning. During his life of service he has seen much, done much, including flying a diverse cross-section of aircraft: T-34, T-28, T-33, T-37, T-38, F-5, F-86, C-130, F-15, F-4 and F-15. While flying the F-4, Hands established an air-to-air combat world record.

On 2 June 1972, while leading a 4-ship of F-4Es in a combat air patrol northeast of Hanoi, his element was attacked by two MiG-19s. With his wingman critically low on fuel and unable to engage, he fought the MiGs in a dogfight ranging in altitude from 15,000 feet to 500 feet above the ground. During the engagement, he expended all four of his air-to-air missiles, however, none of them were guided. With only 20mm cannon ordnance remaining, he closed at a rate of almost four and one-half (American) football fields per second for a high deflection shot (high angle gun snap-shot) on the trailing MiG. Seconds later, while 500 feet above the ground at a heading-crossing angle of 90 degrees and at a range of 200-300 feet, at a speed of 1.2 mach, he fired a 300 round burst from his Gatling gun and destroyed the MiG-19. This was the only MiG-19 shot down by cannon fire during the course of the war in Southeast Asia and the highest speed gun kill in the history of aerial combat: http://www.nickelonthegrass.net/Video_page.html

(Click on “History Channel” link)

Of further note, while flying as a C-130 demonstration pilot in the Lockbourne Armed Forces Day Air Show on 4 July 1965, his demonstration flight consisted of rotation to a vertical climb from takeoff and terminated with a landing roll of 200 feet directly in front of the reviewing stands. Upon engine shutdown, he was immediately summoned to the wing commander's office where it was deemed that his services were no longer required and it is best he return to flying upside down in fast jets.

At the 2011 US Air Force Gathering of Eagles, Col Handley was publicly honored for not only his superb piloting skills, but also his leadership (http://goefoundation.org/index.php/eagles/biographies/h/handley-phil-hands/).

As an aviator, Col Handley lived a lifetime of selfless service, dedication and courage, consequently, and he is a true master of his craft, a Master Aviator in every sense of the word.

The award ceremony took place at Town Hall, Lake Kiowa, Texas. The ceremony was attended by many local residents, town leadership and his wife of 43-yns, Solvejg. Kent D Johnson, Lt Col USAF (Ret), former Assistant to the Court and past chairman of the North American Region, presented the award on behalf of The Honourable Company of Air Pilots.

*Col Handley’s extraordinary aviation career includes the award of the Silver Star, 3 Distinguished Flying Crosses and 21 Air Medals. In 2006, he wrote Nickel On The Grass, chronicling his 26-year career as a pilot in the United States Air Force.*

**'UPON A TRAILING EDGE'**

**PROFESSOR MICHAEL JOY**

Review - Professor Michael Bagshaw

Liveryman Michael Joy is well-known to many in the aviation community, having recently retired as a respected consultant cardiologist and part-time adviser to the UK CAA. An experienced instrument rated private pilot, he was travelling professor to ICAO and visiting professor at Surrey University and co-drafted the ICAO, European and UK flying licensing standards in cardiology.

To mark his retirement, he has brought together his thoughts, ideas and opinions (many and strong) in this book, sub-titled 'Risk, the Heart and the Air Pilot'. The publisher classifies it as an autobiography. And therein lies a problem for the reviewer: on which shelf of the library should it sit and who should read it?

It is certainly autobiographical, although his wife is given fleeting mention only twice in passing, with serious consideration of aviation risk not really being addressed until the half way point. Michael describes his school years and his formative experiences in the cadet force, as well as his early aviation experience in some detail (it explains the origin of some of Michael's later strong opinions on risk avoidance). But the devil is in the detail, in the way that every event is side-tracked into its historical detail, significance and the author's opinion on its outcome. The same writing technique is applied to give background and historical details of many of the individuals who deserve a mention in the book. Initially this adds to the interest, as well as respect for Michael's wide knowledge and understanding of people and world events, but it eventually becomes tiresome in the way that the narrative flow is broken and the story track has to be rediscovered. It reminded
me of looking at a map of the UK railway system before the Beeching cuts, with all the branch lines and tortuous routes to negotiate before eventually arriving at a destination. Not all the facts are correct – the Tri Pacer was the PA22, not PA20; Peter Howard was not the last Commandant of the Institute of Aviation Medicine; the Helios hypoxia accident was probably not the result of a failure by the ground engineer.

Having said this Michael Joy writes well, with an acerbic wit and an eye for well-observed detail. He pulls no punches with his political opinion, although I occasionally winced at his (hopefully inadvertent) pomposity and self-importance. Immature schoolboy reference to the physical attributes of a female pilot would have been better omitted.

The meat of the book, dealing with cardiological aviation risk, begins with the 1972 accident to BEA Trident G-ARP I at Staines. The author describes the accident and the outcome of the investigation in some detail, including the recommendations about assessing cardiovascular fitness of pilots. This led to developments in ECG assessment and the establishment of the CAA Medical Advisory Panel, in which Michael Joy played a significant part. He is scathing in his criticism of subsequent developments of medical risk assessment as EASA assumed the role of setting standards for licence holders across Europe.

Pilots often categorise those medical consultants whose decisions determine fitness to hold a medical certificate as 'doves' or 'hawks'. Many believe that Michael fell firmly at the 'hawk' end of the spectrum, and the book argues persuasively in support of his opinion. I am not sure that he will succeed in persuading some of the 'doves' to change their stance, particularly when it comes to licensing private pilots. In applying the mathematical derivation of the so-called 1% rule, some may consider that he overlooks the relatively small proportion of time that the private pilot spends in the air.

The author’s somewhat dismissive comment about the specialist knowledge of the occupational physicians making licensing decisions in the CAA unfortunately reinforces the impression given by some specialist colleagues of a sense of hierarchical superiority. It suggests a lack of insight into the training and experience requirements for specialist registration in other branches of medicine.

So would I recommend that you read this book?

If you are a licence holder it might help you to understand the decision-making process within the CAA Medical Branch, reassuring you that assessment of fitness to fly does not depend on being a 'good chap' or a member of the Athenaeum Club. Perhaps you might consider some aspects of the risk assessment to be harsh, but the book explains how it is all based on good science (plus a bit of art).

If you are a physician it will act as a good refresher for practical aviation cardiology, although you will remain none-the-wiser as to the meaning of the CHA2DS2-VASc mnemonic which scores risk for stroke.

If you are a politician or regulator, assuming you manage to stay with the book, you will gain an understanding of the frustration and despair of the aviation medical profession as the world-leading systems crumble around our ears.

If you are looking for a book at bedtime, you can dip in and out to be informed, entertained, educated and occasionally infuriated. Yes – read it.

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**ADMISSIONS**

As Upper Freeman

Captain Brian Joseph BRADLEY  
Captain John Allan DALY (NA)  
Lieutenant General Michael John HOOD (NA)  
Captain Wayne Robert KEIZER (NA)  
Major (ret’d) Geoffrey LOWE (NA)  
Captain Peter John METCALFE  
Steve MICHEISEN (OS)  
Neil Alexander ROSEBOOM  

As Freeman

Dr Gerard Vincent BULGER  
Christopher Charles DIXON  
Charles David HILL  
Mario Gad ROFAIL  
Ian Robert SHEPPARD  
Jennifer Jane THOMPSON (AUS)  
Jeremy Mark THOMPSON (AUS)  

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**REINSTATEMENT**

As Liveryman

Edward Kenneth COVENTRY  

DECEASED

Angus CRAWFORD  
Ian DAVIES (AUS)  
Patrick REID (NA)  
John SCOTT  

RESIGNATIONS

Edward CHINN  
Raymond HENAUT (NA)  
Mark JURKOWSKI (NA)  
Anthony RUNDLE (NZ)  
Adam WHITEHEAD
Master with fondness and would like to reassure you all that it has given me the greatest pleasure to be the Master of such a buoyant Livery Company. I have endeavored to spread the good name and fame of our profession throughout the City and have enjoyed the fellowship of many other Livery Companies both at our events and as the guest of their Masters. It has become obvious to me that we are the envy of other Companies, not just in the strength of our membership but also in the existence of our Regional bodies around the world.

I set out on my year with the desire to have a balance of professional and social activities. For a number of reasons this has proved a hard task, whilst we have now stood up the new format of the Technical Committee (TC), the Aviation Careers and Education Committee (ACEC) and can offer video linking conferences from the Court Room, it resulted in less time spent meeting members of the committees and getting my head into the really complex problems on which we are now establishing our Working Groups (WGs). There are still many of our membership who I know could add plenty of experience and knowledge to the WGs output, or even peer-review SKYbrary articles and I would implore them to make themselves known to the DAA.

Socially, the Master’s year has become busier as more of the Livery Companies expand their activities to lectures, receptions, lunches and dinners. Our Affiliated Units continue to offer liaison visits and many RAF Units invite the Company to visit and attend either open days or receptions. This all takes careful planning and support from the office. I have been fortunate during the year in having the full support of Paul Tacon, ably assisted by Ruth Cundy, Julie Shepherd, Pat Turvey and James Ng. Sadly, Pat will retire in March this year after 22 years service to the Company. She has been a cornerstone and provided the GP&F and Court with many years of almost faultless minute taking! We all wish her a very happy, healthy and peaceful retirement and hope she will be able to enjoy more time with her grandchildren.

This is the last edition of Air Pilot to be edited by Liveryman Tom Eeles. Having been coerced into the role by friends on the Court, his very hands-on approach for the past 8 years of production and the overseeing of the transition from ‘GUILD News’ to ‘Air Pilot’ has ensured the continued success of the publication. Close liaison with the printers has ensured a very professional magazine, which continues to receive plaudits from all the membership world-wide. We offer a very big ‘thank you’ to Tom for all his hard work and endless hours of editing. He will now be able to relax without the pressure of print deadlines to meet. I trust that you will all continue to provide the excellent articles and pictures to our new Editor, Liveryman Paul Smiddy. I wish him every success and look forward to his slant on the issues, as well discovering facts, stories and spotting interesting pictures from within the Company’s membership. It is your magazine so please continue to provide those great articles.

As the year has passed I have been inspired by the determination shown by youngsters to enter our profession. However, there is still the small matter of the cost of their desires. The cost of a PPL is prohibitive and our scholarships are keenly contested. The policy of some carriers, demanding that prospective pilots pay for their type ratings and even uniforms does not help the situation. Whilst the older FIs are still the stalwarts of the training system, we have to beware of loss of instructional skills if there is a greater increase in younger FIs just “hours building” before moving on. The major airlines are starting to ramp up recruiting with the arrival of new aircraft and the implementation of EASA’s Flight Time Limitations which, in some cases, have increased the number of crews required on some sectors. If the recruiting strips the low cost carriers of their crews, as is probable, there will be a need to ensure we have suitable replacements on hand to fill the gaps. This should be good news for our prospective pilots and the FTOs, as long as it is home grown youngsters who are trained, not just those from overseas, who would then return to their own airlines.

During a visit to the RAF College Cranwell last summer, we were briefed by the Commandant, Upper Freeman Chris Luck, that in January 2016 the College would increase the number of Officer Cadet Courses from 3 to 4 per year. However, the recently published SDDR 2015 has further helped those wishing to take up an aviation career in the Royal Air Force. By the end of 2016 the College will take 5 or 6 courses a year (each with 120 student officers) to cope with the arrival of new capabilities and operational platforms.

Since my last message Sue and I have completed the Tour of the Regions and my report follows later in this edition. Throughout our year we have enjoyed meeting so many of you (both in the UK and abroad) at the events we attended. Furthermore, we have had the opportunity to visit many very interesting establishments and have enjoyed wonderful hospitality wherever we have been. A short mention in these lines is by no means enough to express our gratitude for all the kindness and support we have received from everyone. I trust I leave the post as your Master with the Company in good heart, particularly with the growth of aviation around the world providing an opening through which young aviators can progress to fulfill the dreams we all had as we began our careers, however long ago! I am confident that as aviation further develops, the Company will continue to be well placed to address the many challenges which change inevitably brings. Both Sue and I wish you all, and your new Master and Consort, every happiness and success in the year ahead.
On Saturday 31st October, shortly after the very successful Trophies and Awards Banquet, Sue and I set off to Heathrow for the tour of the Regions. Sadly the flight was delayed by 24 hours due to an unserviceability on the BA A380. The departure was rescheduled to the next day and on Sunday the 1st some 27hrs after arriving at LHR our flight departed! 41 days later, after a total of 65 hours airborne and 14 scheduled flights we returned to London at 0545 on the 11th December, just 45 minutes late on the schedule.

Our travel had taken us through North America (NA), Australia, New Zealand and finally to Hong Kong. I am not going to use this report to give you a blow-by-blow account of each and every event that took place or an account of our daily activities. I will though try to give you a comprehensive account of the business side of the trip (though recounting all 34 meetings in detail would take up too much space) and then a brief oversight of some of the 16 social events.

Our journey to Washington on a BA A380 was a most pleasant experience. On landing at Dulles we were invited to meet the crew on the flight deck, where we were shown the vast array of computers, sit in the driving seat and thank Captain Peter Wallace and First Officer James Graham for an excellent service, albeit somewhat delayed. Subsequent to this flight we were to travel by Air Canada, Qantas, Air New Zealand and Cathay Pacific. All flights were remarkably comfortable, on time and in the main very smoothly operated.

My objective for the Tour was to familiarise our Regional Chairmen with the topics which concern the Committees in the UK. I had been fully briefed by the DAA and went armed with reams of notes. Furthermore, the tour offered the ideal chance for the Regional Chairmen and me to visit those Departments, Organisations or Ministers with whom they would not regularly have contact. During these visits we always introduced the Honourable Company to our hosts and explained where we sat within the aviation world. We would then discuss local topics prior to expressing our concerns. Thereafter we put the services of the Region (however small) at their disposal in an effort to enhance the reputation and standing of the Company amongst the regulators and legislators. As I moved through the regions it soon became apparent that this offer of cooperation was generally well received but, in some areas our offers landed on deaf ears!

During the five days we were in North America we were accompanied by Jeremy Tracy and my official duties were to include visits to: the National Transportation Safety Board, the Federal Aviation Authority, the Helicopter Association International, the Commander RCAF, Vintage Wings of Canada, ConAir, Harbour Air and the RCAF Base Comox on Vancouver Island. I also attended the AGM of the NA Region.

The discussions with the National Transportation Safety Board were primarily safety oriented and dealt with topics ranging from the Company’s approach to the handling of Lithium battery fires and the increasing dominance these have with regard to safety of crews in dealing with fires. Secondly, the continued need for training in upset recoveries and the focus we jointly need to apply to maintaining training standards as we face the growing pilot shortage. We also touched on the concern we had for the number of helicopter accidents in poor weather and indicated our support to the initiative generated through Helicopter Association International, General Aviation Manufacturers Association and the American Helicopter Society to endorse IFR flight by appropriately equipped single engine helicopters. The NTSB Chairman appreciated our support as an advocacy Group and invited us to share our list of topics with them and the advances we made from the
Technical Committee. We agreed to pass on the list of topics we had in discussion through the DAA and to keep them informed on any progress we made. At the FAA the opportunity was taken to discuss our range of safety and regulatory topics with Margaret (Peggy) Gilligan, the Assistant Administrator and John Barbagallo, Deputy Director of Flight Standards. The FAA were aware of all the issues we raised and acknowledged our concerns. It was clear however, that the FAA would pursue only matters that they could resolve within their jurisdiction and they did not necessarily wish to consider alignment with European standards. This was also a chance to make a joint presentation to John Hazlet from Pasadena, who had flown in the previous day with a Master Air Pilot Certificate and also the Wright Brother’s Master Pilot Award from the FAA. He was awarded each individually and then a group photograph was taken to seal our alliance with the FAA.

The issues raised with HAI dealt primarily with support for the initiative HAI, AHS, GAMA and AEA were taking with certification of IFR flight for single engine helicopters. This was an issue of growing importance as 136 accidents in the period of 13 years had resulted in 334 deaths from pilots flying under poor weather. The HAI catch phrase for 2015 was “Land to Live” – a piece of sound advice we were to put to good use later in the Tour. In Ottawa I had a fruitful meeting with Lt Gen Mike Hood, Commander RCAF, who expressed a desire to become a member. Later we visited the Aviation and Space Museum to meet with members of the Company, officers of the Department of National Defence, the press, and 2 executives of the Civil Air Search and Rescue Association (CASARA), Brian Bishop and Mike Daniels. Following a slow walk through an elegant display of Canadian aviation heritage, I presented Brian and Mike the silver cup and framed scroll for the Master’s North American Trophy.

In Vancouver I attended the NAR’s AGM and afterwards visited ConAir at Abbotsford Airfield. Our host on this occasion was Barry Marsden who, over a sandwich lunch, explained the growth of the fire fighting business which now sees him operating 75 aircraft, from single engine Air Tractors to 4 engined Electras and RJ-85s. The next day we visited Peter Evans at Harbour Air, enjoyed a flight in a float equipped Otter and then were taken by RCAF Buffalo (flown by the Base Commander, Col Tom Dunne) to RCAF Base Comox. Whilst at Comox we were briefed on the role and operational status of the Base and walked round a P3 Orion, a Buffalo and an AW101 Cormorant helicopter. As the weather worsened, Capt Aaron Noble winner of the both the Company’s Gallantry Award and in the subsequent year, the Prince Philip Helicopter Rescue Award, flew us back to Vancouver in a Cormorant. It had been a very fruitful couple of days and it was most rewarding to visit affiliated units and meet with most of the Regions committee.

On the social side there were three dinners, one each in Washington, Ottawa and Vancouver and a lunch in Ottawa to meet members from those areas of the North American Region. On our last evening in NA we were joined by friends who had flown down from the Yukon to see us.

During the 14 days of the Australian leg I was hosted and supported by Regional Chairman Sandy Howard. Our schedule included the following official duties/visits to; Flight Training Adelaide, RAAF CFS at East Sale, Air Services Australia, the Australian Transport Safety Bureau, the Civil Aviation Safety Authority, the Department of Infrastructure and Regional Development, the Chief of the RAAF, the Royal Flying Doctor Service of Queensland and Aviation High School. Our visit to Flight Training Adelaide (FTA) at Parafield was my first experience of a civilian flight training organisation and as such gave me a very thorough insight into the ethos, working schedule and training packages that such establishments offer. FTA currently provides “Future Captains” to Cathay Pacific, Dragonair, Qantas Link, Virgin Australia, the HKGFS and the Rescue and Salvage Bureau of China. They also conduct GA and Helicopter programmes with all their own aircraft based in adjacent hangars. Students are fully immersed in the college and on completion of the course some are offered places as Flight Instructors. Pien Pienaar, the Managing Director and CEO, explained that the College was well supported by the Department of Education and Training and is able to offer eligible students the opportunity to defer tuition fees through the VET FEE-HELP loan scheme. If students sign up for this loan, the Government makes the loan to them but pays the funds to FTA, or another provider for the course fees. It
does not cover additional study costs such as accommodation or textbooks. It is a real debt that impacts on the student’s credit rating and must be repaid when they reach a certain income level. The maximum amount available in 2016 is Au$97,728 and compulsory repayment kicks in as they begin to earn Au$54,126 or above. This could well be an initiative that we could press our Government to consider, to enable our young people to commence flight training!

The visit to RAAF Base East Sale offered the opportunity to visit the School of Air Traffic Control and their training facilities. The main purpose though was to present Wing Commander Arnie Morscheck, the CO of RAAF CFS, with a letter of Affiliation to the Australian Region. CFS, which celebrated its centenary in 2013, trains QFIs on PC-9As and B350 aircraft and is responsible for the RAAF Balloon. After lunch a visit to the B350 simulator rounded off the visit.

The majority of meetings were held in Canberra where Gp Capt ‘Norf’ Norford accompanied Sandy and me to most of the meetings. At the Department of Infrastructure we were informed by the Secretary, Mr Mike Mrdak that the Government was investing in the expansion of Brisbane and Melbourne airports to cope with the projected growth in passengers and a new airport at Badgery Creek, to the west of Sydney to support the westward expansion of the City. AVM Mark Skidmore, the recently appointed Director of Aviation Safety at the Civil Aviation and Safety Authority (CASA), briefed us on the concerns relating to Lithium Ion Batteries, the fitness to fly and security throughout the Region. He was very keen to have a close working relationship with members of the Company who could assist in getting the safety message into the community.

We enjoyed a very comprehensive briefing at the Australian Transport Safety Bureau (ATSB) from the Chief Commissioner, Martin Dolan. GA accidents were discussed, these fell into 4 categories; lack of fuel, low flying, inadvertent flight into IMC and power loss which, if total, seldom lead to a fatality but if only partial almost always resulted in such. Martin also briefed us on the progress on the search for MH370. The area they are searching is the size of the North Island of New Zealand and, as of November, the ATSB had searched 70,000 of the calculated 120,000 sq miles. Officials are 99% sure they are looking in the correct area and the remaining area should be covered by mid 2016.

In Brisbane Sue and I were taken by John Howie to visit the Southern Cross museum close to the Airport before visiting to The Royal Flying Doctor Service hangar. Whilst at the museum we were joined by John Robinson and Doug Stott. At the RFDS we were joined by Tony Alder who, with Captain Steve Wallace and Marie Rayner, a paramedic, showed us all the King Air aircraft and introduced us to the duty crew and engineering staff. Over a sandwich lunch Captain Nankivell, RFDS’s training pilot, briefed us all on the operation and scope of the services and tasks in Queensland and contiguous States. Our final duty was a visit to Aviation High School in Clayfield, a northern suburb of Brisbane. Here we were informed by the Principal, David Munn, that his students are offered studies in aviation related subjects from year 9 onwards. This involved making small UAVs to their own design, designing and building a rocket, studying for and taking PPL ground exams. At the end of year 11 the students, with the assistance from industry, conduct a week of extra-curricular activity simulating both owning and managing a small airline. In this last year, 14 of the year 12 students had been solo. It was very pleasing to see the youth so heavily involved in aviation related subjects and hopefully it will encourage them to continue in the industry, be it as aviators or administrators.

Socially, 2 formal dinners were held in Adelaide and Brisbane, with lunches in Melbourne and Sydney and a supper in Canberra. At the formal dinner in Adelaide I was very pleased to make the following awards: Flight Training Adelaide, represented by Pien Pienaar, with the Grand Master’s Australian Medal, Harold Walton with the Master’s Trophy for the Australian Region and Harry Schneider, represented by his daughter, with the Australian Bicentennial Award. In Melbourne I presented Ron Newman with a MAP certificate and Bronte Carter with a scholarship. At the formal dinner in Brisbane I presented
Jemma Heatley with a Freedom Certificate and Michelle Shiels with the Queensland Working Group award for the most outstanding student at Griffith University campus. Michelle has just started working for Air Fiji and hopes to become a member of The Company this year. Whilst in Adelaide the opportunity arose for some gliding at Gawler and the traditional ‘spot landing’ competition flying at Aldinga. I also managed to attend a service of remembrance on 11/11 at the Naval, Military and Air Force Club in Adelaide and a sunset ceremony at the National Memorial in Canberra. A very early start one calm morning enabled me to fly in the RAAF’s Balloon, piloted by Damien Gilchrist, over the suburbs of Canberra.

After the formalities of the Tour we enjoyed a couple of very relaxing days (our first days off in 21) on the sunshine coast with John and Val Robinson who were on holiday from the UK.

Spending 8 days in New Zealand (my father’s birthplace), Regional Chairman Bill Bennett ensured we kept busy with official visits to: Air New Zealand, CTC Hamilton Airport, RNZAF Base Whenuapai, RNZAF Base Ohakea, Airways Corporation of New Zealand, New Zealand CAA, a Representative of RNZAF, the Associate Minister of Transport, the Transport Accident Investigation Commission and the Secretary of Transport.

On a visit to meet Captain David Morgan, Chief Pilot of Air New Zealand we discussed FTLS, medical fitness to fly, what the cockpit may look like in 25 years time and how youth can be encouraged into aviation. David and colleagues also explained how Air New Zealand had been at the forefront to develop procedures for operating in volcanic ash regions. Furthermore he was full of praise for their Flight Operations Ops Support Team who did a magnificent job of managing the collaboration between Boeing, FAA and CAA to obtain approval and develop the new ETOPS (EDTO as it is called in NZ) for the B777-200 which, with modified and enhanced hold fire suppression, is 330 minutes. This is a world first and enables Air NZ to operate a direct service from Auckland to Buenos Aires.

Whilst visiting CTC’s facility at Hamilton airport, AVM Peter Stockwell, the Chief Operation Officer for Ab Initio Training hosted us at a very informative event. Bill Bennett, Gordon Ragg and Dr. Rob Edwards accompanied me as we visited the facilities and witnessed briefings and simulator instruction. Having been to FTA at Parafield, Adelaide it was interesting to compare the similar ‘modus operandi’ of both training organisations.

At both RNZAF Base Whenuapai and Ohakea our party was hosted by the Base Commanders, Gp Caps Tim Walshe and Nick Olney respectively. Whenuapai is the base for the Maritime and Transport assets and Ohakea the Flying training and Helicopter Operations. At Whenuapai the older C130s and PC3 Orions are coming to the end of their service and the RNZAF are looking forward to hearing what aircraft will form their replacements. We were given a walk through the base assets. First, the Parachute Training Support Unit, then to 5 Sqn which operates the P3K Orions, which would soon complete an 18 month continuous deployment in the Middle East. On to 40 Sqn, which for the past 50 years, has been involved in Operation Deep Freeze, the resupply of the Antarctic base at McMurdo Sound, utilizing the annually constructed ice runway. And finally to 6 Sqn which operates SH-2G Seaspire helicopters on behalf of the RNZ Navy. At Ohakea, the training is soon to be conducted on T-6C Texan II aircraft, supported by a modern facility custom-built Pilot Training Capability Facility for the delivery of a thoroughly comprehensive course. The investment in new equipment is also visible at 3 Sqn which operates A109 and NH-90 helicopters from a similarly modern facility.

By kind invitation of Gp Capt. Tim Walshe, a very enjoyable formal dinner was held at RNZAF Base Whenuapai, at which I had the pleasure to award The Master’s New Zealand Regional Trophy to Mr Lewis (Lew) Day DFC. There was an opportunity to meet more members in Auckland during a casual drinks party and in Wellington at a formal cocktail party.

At Airways Corporation we were briefed on their role as the main pioneers of Performance Based Navigation and how, with the NZCAA, they are at the forefront of regulating, registering and ensuring timely operating guidance for RPAS/Drones.

The NZCAA is concerned with the integrity of Electronic Flight Bags in respect to cyber security and whether to integrate the use of EFBs during type ratings. Like most other National Authorities they are concerned with the carriage of electronic devices in aircraft cabins and the risk from L-Ion batteries.

Enjoying a wine tasting with Assistant JBR

The Master and Sue with Lily Fenn, Hong Kong
Our meeting enabled Bill Bennett to discuss further pilot training and the oversight of high performance light and light sport aircraft.

My meeting with the Honourable Craig Foss, Associate Minister of Transport, at the Beehive (or Government Buildings) enabled us to discuss the future of aviation security screening, especially for domestic flights in NZ. The control of, and deterrents for, the inappropriate use of high-power lasers are high on his agenda, as are the implications of the Germanwings crash and its impact upon medical testing for crews. Whilst we had a meaningful meeting, the fact that there are only 63 members of the Company in New Zealand did not enhance his enthusiasm to take everything we had to offer at full value. He was though keen to assure us that IF we had evidence-based facts combined with a proposed solution there may be an opportunity to progress on our behalf.

At the Transport Accident Investigation Commission we were briefed on the problems they are experiencing as they investigate the recent Fox Glacier accident, and the fall-out from the previous accident in 2010 when a parachute aircraft crashed on the same glacier. The 2 accidents are not related but the public perception in New Zealand did not enhance his enthusiasm to take everything we had to offer at full value. He was though keen to assure us that IF we had evidence-based facts combined with a proposed solution there may be an opportunity to progress on our behalf.

A formal visit to the Government Flying Service was prefaced by a flight in a Dauphin helicopter from Hong Kong Island to Chek Lap Kok. This was interrupted by some very heavy rain and restricted visibility, necessitating 2 intermediate landings at a small heli-pad to sit out the rain storm as it passed through the area. The message from the HAI in Washington was aptly demonstrated on this occasion! Captain Michael Chan showed us round the Dauphin, Super Puma and Jetstream aircraft. During a very informative briefing, Michael informed us that the GFS is undergoing an overhaul of its fleet, upgrading the Jetstream to Challenger 605s he also fights to retain younger pilots from being poached by local airlines.

We attended a most enjoyable and well attended formal dinner at the HK Aviation Club and met other members of the Region during an evening Tram Tour and buffet dinner at Happy Valley Races. We also had the opportunity to see the Region from the comfort of Chairman Lily Fenn’s air-conditioned EC120 Helicopter.

Throughout our Tour we were exceptionally well hosted by all the Regional Chairmen and many others who had gone to so much effort to ensure the smooth running of this whistle-stop trip. Dovetailing the schedule into such a compact time scale, especially with Ministers, CEOs and Chiefs of Air Forces, all of whom are busy people, was a feat of magic and I hope we did justice to those efforts. We met many very longstanding members of the Company, including young men and women who were just starting out in aviation and some who had come out of the woodwork for the occasion. Both Sue and I have learnt about many more aspects of aviation world-wide, enjoyed some marvellous flying, both commercial and private, and enjoyed excellent hospitality from all our overseas membership. We will retain very many happy memories of the experience for years to come and have made some very good new friends. May I take this opportunity to thank all who made this trip so worthwhile. We have often been asked, “What was the highlight?”, to which I am pleased to reply “-It was all a highlight!”

Around the world in...41 days

(af cockpit view by the Master’sLady)

Since we have returned from the tour, the main question on everyone’s lips has been “what was the highlight?” To be honest it is so difficult to pinpoint a particular event because it was all so fascinating and memorable. I have done a lot of travelling in my FCO career but this was something very different!

Chris has, in his article, recounted the many meetings he had (some of which I attended, others not), the lunches, cocktail parties and dinners we enjoyed, and the presentations he made to both members and non-members of the Air Pilots. As a non-pilot it was, for me, the aviation-linked visits and activities which held the most fascination, starting with BA’s A380 flight from London to Washington. It was so interesting sitting in the right hand seat (thankfully AFTER landing!) and getting briefed by the Captain and SFO on the vast array of computers which pilots now have to master. The visit to the RCAF SAR base at Comox and the RNZAF base at Ohakea were particularly memorable and educational. My first flight in a floatplane, courtesy of Harbour Air in Vancouver, was quite thrilling and although the weather wasn’t brilliant, we made a superb landing back on water. Never having flown in a glider before I
was given the experience of a flight in Adelaide - and a loop-the-loop! I was quite surprised that I kept my eyes open for the whole of the 360 degree manoeuvre - and relieved that the fantastic lunch we had enjoyed about an hour earlier stayed well grounded!

We attended the Spot Landing competition at Aldinga and whilst there I was offered a flight in an RV7A. Always up for a challenge I immediately accepted and was taken up by Steve Nelson, who expertly demonstrated 2 barrel rolls and 2 wing-overs! It was great fun but the thought of the BBQ back at the Flying Club proved too tempting, so we made our way back to enjoy a delicious lunch.

Chris' very early morning balloon flight over Canberra gave me the opportunity to hone my photography skills and take some good photos of the launch and landing. I was very impressed at the professionalism and dedication of Damien Gilchrist and his RAAF Balloon Team. The traditional glass of champagne at the end gave us a chance to chat to the team and for Chris to express his gratitude for a great flight over Canberra - and a loop-the-loop! I was very impressed at the professionalism and dedication of Damien Gilchrist and his RAAF Balloon Team. The traditional glass of champagne at the end gave us a chance to chat to the team and for Chris to express his gratitude for a great flight over a capital city. Can you imagine expressing his gratitude for a great flight over a capital city.

At the Royal Flying Doctor Service in on their aircraft. The same day we visited the facilities they have and unique facility to encourage and educate young people who have career aspirations in all aspects of aviation. Perhaps one day the UK might have something similar.

Our 2 days relaxation with John and Val Robinson in Maroochydore, just north of Brisbane, provided a much needed and welcome break. By this time we were 3 weeks into the tour and had been busy every day, so a big thanks to John and Val for hosting us whilst they were on their own holiday!

Back on the tour it was a busy week in New Zealand. Whilst Chris had meetings at Air New Zealand, Lyn Boyce and I visited the flora and fauna at Ayrlies Garden. This is definitely a must for all future Mistresses/Consorts. I visited the Auckland Maritime Museum, whilst Chris was at the RNZAF base at Whenuapai. In Wellington I was able to see the very moving exhibition commemorating the centenary of Gallipoli at the Te Papa Museum and visited the National War Memorial and Museum, where I was fortunate to be present at 5pm when they played the Last Post.

Whilst Chris attended the Regional Gliding Championships at Matamata I went flying with Rob Edwards, in a Piper Cherokee. We enjoyed a stunning view over the volcanic Mt Tarawera and lake before going to Rotorua for lunch at the Princes Gate Hotel, followed by a quick visit to the local museum. It certainly puts a different 'spin' on things telling someone you have just flown (rather than driven) in for lunch!

The final venue on the tour was Hong Kong. This was my third visit and it did not disappoint. I love the Far East, having been posted to Singapore with the FCO in the 1980s, and must admit that I do enjoy good Chinese food! Our first visit to the Hong Kong Observatory was enlightening and saw both Chris and I try our hand at presenting the weather forecast! It’s much more difficult than it looks on TV and definitely requires all sorts of coordination!

At Cathay Pacific I tried my hand in the A330/A340 simulator. Under the direction of Ian Fogarty I managed to land the aircraft without incident, though the approach could have had the passengers a bit worried at one point! I don't think I will give up the day job just yet! I love flying in helicopters so the 2 flights in Hong Kong, one with Regional Chairman Lily Fenn and the other with the Government Flying Service, were a great way to see Kowloon, Hong Kong and the outlying islands. It was such a pity that the weather turned so bad during the GFS flight, as Chris has already described. However I felt very safe and had every confidence in both the pilot and crewman.

Our 6 weeks were almost at an end but not before our memorable evening tram ride through the streets of Hong Kong, and an excellent evening and dinner at Happy Valley racecourse where I was lucky enough to win HK$500!

Whilst Chris was engaged on official business I met my cousin and her husband in Vancouver. In Australia, Marj Howard kindly drove me to visit cousins to the west of Canberra. In both New Zealand and Hong Kong I caught up with personal and FCO friends. So, for me, this was another highlight as, if it hadn't been for the Tour, I would not have seen some of them for many a year. I hope this article has given you an idea of why it is so difficult to identify a particular highlight. I had a truly amazing experience which will never be repeated, no matter how much travelling I do in the future. I hope that Chris and I represented and promoted the Air Pilots to the best of our ability and I know we learnt so much during our visits and briefings. We met truly wonderful people (far too many to mention here) and were hosted royally. My own special thanks must go to all our hosts who put us up during the Tour (or rather put up with us) as well as those who organised and hosted events, drove us to various locations - and members and guests who joined us at lunches, dinners and parties. It was certainly a trip of a lifetime and a huge honour and privilege to support Chris and the Air Pilots throughout.
Not long after the Trophies and Awards Banquet and presentation of Awards another very important and prestigious event took place, namely, the presentation by the Honourable Company of Air Pilots of Certificates to Company Scholarship and Bursary winners in the Cutlers’ Hall on 19th November. After a meeting of the Court, the Scholarship and Bursary winners for the year were presented with their Certificates by the Immediate Past Master Dorothy Saul-Pooley, the Master being away on his Tour of the Regions. After receiving their Certificates the recipients were greeted with acclaim by the Court. There then followed a reception and buffet supper in the Cutlers’ magnificent Dining Hall at which Court members mingled with the recipients and their proud parents and relations. It gives the Company great pleasure to have launched these young people into a variety of flying activities and hopefully many of them will find future careers in some aspect of aviation. The Company encourages Scholarship and Bursary winners to describe their experiences and there now follows a selection of their stories in their own words.

PRIVATE PILOT LICENCE (PPL) SCHOLARSHIPS
Alex May, Air BP Sterling PPL and Landymore Trophy winner

I arrived at Tayside Aviation 22nd June 2015. The first day was made up of introductions and getting to know the other people on the PPL summer school. The first week consisted of ground school for the 9 PPL written knowledge exams. At the time this wasn’t the best of fun, as all we wanted to do was get flying, but in hindsight it was a really good idea to learn the theory at the beginning. Due to the nature of my scholarship I had various milestones to hit, in terms of exams, before I could progress to certain parts of the syllabus. This placed a lot of pressure on me, but I was very happy to have passed all of the exams first time! After the week of ground school I was very happy to hear that I had my old instructor from my last time there, as my primary, Scott Graham. Scott was really dedicated and worked hard with the CFI to create a custom training plan for me, taking into account my previous flying experiences. I found that it didn’t take me long to get back into the swing of things, and soon found myself quickly progressing through the PPL syllabus. Then I was waiting for my Qualifying Cross-Country. I had planned a really nice route down the east coast, starting at Dundee, flying down the coast, past such places as Holy Island and Bamburgh Castle and landing at Eshott Airfield, just south of Alnwick. I then returned to land at Fife and then back to Dundee. Sadly, choosing a Scottish flying school, weather was my biggest issue for this flight, having to wait almost a week for the weather to be suitable all the way down to Eshott. Finally that day came, and the flight was amazing! The sun was out and all of the landscape was clearly visible.

After this flight I was flying revision flights to keep all of the information at the start of the course fresh in my mind. I completed a mock skills test, and did some more revision to prepare for my licencing skills test. Again, as with the Cross-Country, I had to wait for a day with good enough weather. This took a week or so. Finally that day came. The most nerve racking experience of my life so far! The flight felt very stressful, despite only being the things I had been learning for the past 2 months. I am glad to say I passed! Best feeling ever! I was so happy that all of my hard work had paid off. This had definitely been the best experience of my life so far, and I have met some wonderful people who I hope I will stay in contact with for a long time. I would like to thank all of the staff and instructors at Tayside Aviation who work so tirelessly to make sure that each and every one of their students receives the highest standard of training. I would like to extend my thanks further to my instructor, Scott, who worked extremely...
hard to ensure that I received all of my training in the time frame, and that I was trained to the highest standard. He was always willing to help and I couldn't think of another instructor with whom I would have rather completed my PPL!

I am extremely grateful to the Company and Air BP for giving me the resources to complete my PPL. I am happy to report that on finishing my PPL, I attended a BSc selection day at Tayside, and have been accepted to complete the degree in Professional Aviation and Pilot Practice. Without the Company and Air BP, this would have not been possible. Thank you for getting me one step closer to my dream!

Thomas Smart, Cadogan PPL

I have had a fantastic summer completing my Private Pilots Licence Scholarship and I am truly grateful to the Honourable Company of Air Pilots for giving me this opportunity. I feel extremely lucky to have been awarded this prestigious award and I am fully aware of the advantages it will give towards my eventual goal of becoming a Royal Air Force pilot. Above this I recognise the benefits it will give me as I progress through my Aeronautical Engineering Degree at Swansea University, which I commence in September 2015.

I applied for the scholarship at the start of the year and I recognised that the competition would be stiff for an award of this stature. After spending many hours writing my application I was delighted to be informed that I had been selected for interview. On attending at Cobham House I was given a short aptitude test before being sent before the interview panel. During the interview I explained my career plan, my efforts to date towards achieving my aim and how the scholarship would help me develop towards my goals. I was both surprised and proud when I was subsequently told that I had been awarded the scholarship. I could not wait to commence my flying training and began shortly after completing my last 'A' level examination. I chose to complete my scholarship at Aeros Flight Training based at Cardiff Airport, close to my home city. I was allocated the Piper PA28 Warrior as my tuition aircraft which was particularly fortunate as it is an aeroplane I have always wanted to fly. I was able to progress through the upper air exercises fairly quickly due to my previous flying experience in the Air Training Corps where I have flown the Vigilant motorised glider and Grob Heron powered aircraft. Before I knew it I was flying circuits around an active international airport. After a few sorties practicing engine failures after take off, flapless approaches and glide approaches I was ready for my first solo on type. Although I have previously flown aircraft solo, I still experienced the nervous excitement every aviator feels when the instructor leaves the aircraft when you become the pilot in command.

From here I flew further solo circuits before progressing towards performing steep turns and Practice Forced Landings. I then flew a solo sector flight outside the circuit, which was an exciting stage in my development as a pilot. The next section was navigation, and at the time of writing I have only my qualifying cross-country flight and PPL skills test to complete before I can finally call myself a qualified pilot.

Throughout the flying and ground based examinations I have received a great deal of support from Aeros and in particular my instructor Antonio Castro. His commitment to me was evidenced when he came in on rainy non-flying days (which are all too often an unfortunate feature of our climate in Wales!) to teach me extra ground school and to revise any subjects that I had issues with. His support ensured that I passed the nine PPL exams with high percentages.

The list of people I want to thank for helping me achieve my ambition is rather long. Firstly, I have to thank generosity of The Honourable Company of Air Pilots and in particular The Cadogan Trust for funding my scholarship. Without this support I could not have obtained my licence. I would also like to thank my instructor Antonio Castro, the Chief Flying Instructor of Aeros Cardiff, Paul Berry, and Operations manager, Sean Link, who organised my flying programme throughout the summer, when I have had many other aviation related commitments. Finally I would also like to thank Julie Shepherd, who has effectively managed the administration aspect of my award.

For as long as I can remember I have had a fascination with aviation. Having accumulated hundreds of hours on Microsoft Flight Simulator, my parents realised my dream and bought me a half hour trial lesson for a Christmas present when I was fourteen. I was hooked! All money earned and gifts received were spent on flying lessons and just after turning sixteen I flew solo. It is a day I will remember for the rest of my life. Funding then became a real struggle and so when I reached seventeen I applied to the Honorable Company of Air Pilots for a PPL scholarship, taking hours over my application and completing numerous drafts.

I received an email from the Honourable Company of Air Pilots saying that I had got through to the last fourteen candidates and I was invited to attend an interview and aptitude tests at Cobham House in London. I was ecstatic! The thought of having my first formal interview in the near future was exciting but understandably I was apprehensive.

Before I knew it, it was the 28th April and with pre-interview nerves I arrived at Cobham House where I was soon put at ease by the friendly staff. After a short aptitude test and an interview I was back on the train home. I was left constantly reviewing my performance in the interview on what I could have done better and what I did well. Two days later I received an email from Air Pilots saying...
my application had been successful. The sense of elation and pride was overwhelming and the underlying fact that I would have a summer of flying hadn't quite sunk in.

Early July 2015 my training got underway at my local flying school, North Wales Air Academy in Caernarfon in a PA28 Warrior under the guidance of my instructor Eilian Roberts. Eilian expected high standards from the outset - if it isn't perfect it's not good enough - which at the start of my flying training was frustrating, as I have progressed to the latter stages of the PPL course, however, I can see the wisdom in his thorough tuition.

After 4 hours 30 minutes re-familiarisation with the aircraft, I was up to solo standard again and Eilian let me fly sixteen solo circuits in two hours. This has to be the most memorable experience for any pilot as the feeling is truly exhilarating. After the solo circuits the intensity of the course increased as I progressed to the more complex aspects including low level navigation, radio navigation, radio telephony and land aways, not to mention ground school classes and the hours spent studying for the nine written examinations.

At the time of writing this report I only have my qualifying cross-country and skills test left to do along with two exams. The highlight of my training so far has been my first solo local navigation exercise down the Lleyn Peninsular. I had planned this flight numerous times only to be let down by the unpredictable Welsh weather. Finally blue skies and low winds allowed me to get airborne. It gave me a real sense of achievement to navigate when only using a VFR flight log, a chart and a watch!

During my training I have formed strong bonds and friendships with other students and found traveling in the back seat during their tuition a valuable learning experience. Even when the weather has grounded me I have enjoyed helping out at the airfield, visiting the tower and swapping stories with like-minded aviators. I feel that I am learning so much and this wonderful experience, funded by the scholarship, has given me an even greater determination to pursue a career in aviation.

I would like to express my heartfelt thanks to everyone at Air Pilots who have helped me thus far, to my instructor Eilian Roberts for his skill and patience and to Past Master Mr Mike Grayburn who has made this unique experience all possible for me.

**Safeen Kay, Sir Sefton Brancker PPL**

I cannot describe how ecstatic I was when I found out that I had been awarded the Sir Sefton Brancker scholarship funded by the Air Pilots Benevolent Fund to enable me to obtain my Private Pilot's Licence, something I never thought would be possible. The experiences that I have had as part of my training have been absolutely unforgettable and I have had an amazing time that has really developed my flying skills as well as developed me as a person and I cannot thank the Honourable Company of Air Pilots enough for this wonderful opportunity.

I have always wanted to fly and have grasped every opportunity I could with the Air Cadets, marshalling races and fundraising to make it onto the list for flying. These flying opportunities have inspired me to aim to pursue a career as a pilot and have given me a huge passion for flying but learning to fly currently would not have been possible.

After working hard on my application form I could not believe it when I received an email saying that I had been invited for interview because I knew how prestigious the scholarships were and the very high calibre of all of the other applicants. I was excited to travel into the heart of London to the company offices at Cobham House to be interviewed and also very nervous but as soon as I arrived I was put at ease by the very friendly and welcoming staff and selection panel.

It was a dream come true to find out I had been awarded a scholarship and would be learning to fly, and after receiving the news I could not wait to start.

I would be learning to fly at the Robin Flying School based at Exeter Airport, flying the incredible and excellently maintained Robin DR400 aircraft. This put me into an incredible aviation environment with many types of aircraft flying around me and many other passionate pilots who really made me feel welcome and always asked me about how I was progressing. My instructor Lyn has been fantastic throughout and always calm, encouraging and very professional and could not have done any more to help me through the training. I started my training in the evenings after school initially by learning about the effects of the controls and climbing and descending to desired altitudes. I was very excited to receive all of the books and equipment which had all been generously provided as part of the scholarship. We then moved on to the circuit. Circuiting was a part of the training that I really enjoyed and after what initially appeared a large number of checks and procedures to follow, Lyn's clear instruction really helped me to understand the circuit procedure and I was soon flying circuits by myself with Lyn's supervision. One morning after flying some circuits, I could not believe it when Lyn asked Air Traffic Control if her student could fly solo. After taxiing back towards the flying school and a short briefing from Lyn with the engine still running, Lyn climbed out and I headed out by myself. After taking off, it was surreal to think that I was flying an aircraft completely solo, something I had dreamed of for years. My initial nerves were somewhat contained by the fact that I was very familiar with the drills and checks and before I knew it I was coming in to land. After I had touched down, the reality of what I had done really sunk in with congratulations by the ATC tower and many other members of the flying school and I felt so proud of what I had achieved, something I could not have done without this amazing scholarship.

After my first solo, we moved on to more advanced circuits including glide and flapless approaches and I flew more solo circuits and my solo hours built up. Advanced turning, practiced forced landings and basic instrument appreciation were then covered before beginning navigation training. My first navigation flight was very enjoyable and after careful planning and wind calculations we took to the air. It was very satisfying seeing features I had
noticed on the map appear around us to confirm we were on the correct track and at the correct time. I am excited about venturing out further away from Exeter for my cross-country qualifier which I still have ahead of me.

Alongside the flying training were the 9 PPL ground exams which had to be completed. Although there was a lot of reading, all of the content was very interesting as well as very relevant to the flying I am doing and I soon progressed through the exams and really started to understand how aviation works.

Disappointingly, the weather around Exeter has been challenging with numerous planned flights having to be cancelled due to conditions being out of limits which has held back some of my progress through the course. I still have my qualifying cross-country and skills test ahead of me which I am really looking forward to, although I do not want this scholarship to come to an end.

I cannot thank the Honourable Company of Air Pilots enough for awarding me the Sir Sefton Brancker scholarship, with the funding generously provided by the Air Pilots Benevolent Fund. I will always be grateful for such a unique opportunity which I have enjoyed so much and has given me the best introduction possible for a future career as a pilot.

I would like to thank a huge range of people from Julie Shepherd at the Air Pilots who was always supportive and friendly, to Lyn my instructor who has taught me so much and so well, Dermot who owns the flying school for helping to co-ordinate everything and offering such amazing aircraft and in such immaculate condition which have been a huge pleasure to fly and Howard for teaching me a great deal about navigation and everyone else at the flying school who has made me feel welcome and helped make my time so enjoyable.

**FLYING INSTRUCTOR (Fi(R)) SCHOLARSHIPS**

Anthony Hatch, Norman Motley Fi(R)

Winning the scholarship for the Flying Instructor course from the Honourable Company of Air Pilots has unquestionably been the greatest boost to my flying career since gaining an RAF Flying Scholarship over twenty five years ago. However before even putting pen to paper for the application, I carefully worked out the spare capacity that I would have to fit this course around a full time job. The figures worked out, but I knew it was going to be challenging and that certainly proved to be right. That said, there is something intensely satisfying about filling every spare moment with one of your life-long passions. This has been achievable by some hard work and dedication, but also by the flexibility and commitment of my instructor and “Aeros” at Coventry.

The plan from the beginning was always to concentrate on packing in as much flying as possible in the early days of the course, because the only thing we cannot control is the weather. The super summer days of June and July were put to very good use with over twenty seven hours of flying being completed and with me becoming very familiar with the typical flying training areas to the south of Coventry Airport.

Learning to teach in the air has been fascinating and a lot of fun. After flying for over quarter of a century, I have certainly realised that we never stop learning. Being taught how to break manoeuvres down into constituent parts and applying this to all flying exercises in a methodical manner has very much been an eye opener. I started by learning to teach basic lessons such as straight and level flight, climbs and descents and medium level turns. These lessons were very useful for teaching me the basic concepts of breaking down the flight manoeuvres into manageable chunks in order for the student to progress in a logical fashion.

The greatest shock however came in the form of “Instructor Patter”. In my day job as an Air Traffic Controller, I talk all day to aircraft and carry out practical actions at the same time. As an ATC instructor, I am able to talk to and guide trainee ATCOs at the same time. But getting me to fly an aircraft and talk through the actions was another thing entirely! I found in the beginning that I knew exactly what I wanted to verbalise with each manoeuvre, but the words didn’t quite flow as easily as I hoped. It seemed that talking was ok, flying was ok, but putting the two together was a real challenge. I ended up practicing patter at every opportunity; in the car; on my motorbike; at home cooking dinner. Now I find myself doing it without thinking. I have recently started an aerobatics course and I find myself talking though every manoeuvre as if demonstrating to a student.

Groundschool for the Flying Instructor course was squeezed in around flying and in evenings. The “Teaching and Learning” module is a large chunk of the training. I have taken much of what I have learnt here back to my day job as well. This was covered first as the principles learnt could then be applied later in the course with the basic PPL theory subjects and practice lectures. It was certainly frightening to realise just how much of the theory from my CPL groundschool days was buried too far back in my brain (forgotten!). Fitting the groundschool in has probably been the greatest challenge, but immensely rewarding. It has fired my enthusiasm for greater understanding and knowledge and encouraged me to read further into the academic subjects. After all, as part of the teaching and learning course states, one of the roles of a good instructor is to set a high standard of knowledge and ability.

What have I taken from this course? It has fired a desire to learn more and question theory more than I have ever done before. It has focused my flying abilities to the point that I am incredibly critical of my own flying. I have even taken aspects of the course (both theory and practical) and apply them in my day job whilst training student ATCOs. However, the greatest overwhelming desire is to start teaching pilots. I am totally enthused and looking forward to using what I have learnt and the prospects are already lining up with offers from a couple of flying schools! This is undoubtedly the most exciting time in the whole of my aviation career. Being able to enjoy being up in the air is a great privilege, but being able to teach another potential pilot to do the same is on another level altogether. This has only been possible at this stage in my life due to this scholarship, for which I am truly humbled and incredible thankful to the Honourable Company of Air Pilots for their faith in me and the generosity of the Air Safety Trust.
Week 1

Having been awarded a scholarship by the Honourable Company of Air Pilots, I arrived at Andrewsfield Aviation, Saling Airfield, Essex on 17th August to achieve and further my knowledge of completing the Instructor Rating. Formalities completed I started week 1 with two briefings and then flying two hours per day, when not flying or briefing it was head in the text books and back to the basics of learning to fly and a new challenge of the introduction to teaching and learning. 8.2 hours flying, approximately 20 hours ground studies.

Week 2

With six days behind me and back in the swing of learning after such a long gap since I last undertook a course of this intensity, and a well-deserved day of rest began week two and now beginning to enjoy this very intense course, and with the help of another FI student on the same course to compare notes and experiences helped a lot. And so another week came to a close with 5.7 hours flying and a further 25 hours ground study completed. The bank holiday weekend meant that a drive back to Devon to see the family for 3 days was very welcome.

Week 3

After the bank holiday I returned to Andrewsfield to continue the course, now progressing well, with blackboard briefs and flying. I must add at this point that the weather could have not been any better with on average 2 hours flying per day, and the instructors and staff were very knowledgeable and patient in their teaching methods. Another week went and 8.5 hours flying including some FI mutual and a further 25 hours ground study.

Week 4

With another week of fine weather forecast it was to be very busy with pre-flight briefings, long briefs and of course more flying and now am really enjoying the teaching and learning of being a flight instructor, and a test booked for 22nd September.

With the forecast about to change the following week with some torrential rain forecast for the east of the country and with only 2 hours remaining of the 30 hour course, I was somewhat concerned what the final day the 16th September was going to bring, and so the day arrived and it was an early start to pack up the caravan for the journey later that day back to Devon, and arrive at the airfield at 0830 to get airborne for the last hour before the heavy rain arrived at midday, the flight was to carry out effects of controls part 2 and turning which was completed and very successful, and back to the airfield for a couple of demo circuits to land for de-brief and prepare for the flight test on 22nd September.

Lydie Szkatula, Swire FI(R)

While most five year-old ordinary little girls dream of being a princess and have their favourite movie stars and secret crushes, I dreamt of taking my Barbie on motorbike rides and flying to faraway lands. Being an avid reader, the story telling of famous explorers, adventurers, pilots and astronauts sparked my imagination. I spent countless hours looking at the sky or a world map, dreaming to explore the Moon, the tombs in the Valley of the Kings, or simply wondering what a place like Karachi or Sitka would look like.

My flying career began while studying at college; I completed my microlight licence by working for my local flying school. In December 2001 I went to Cambridge to study Aerospace Engineering and work with The Fighter Collection (Duxford Airfield). The team took me under their wings and taught me everything on WWII fighters, from maintenance, aircraft marshaling, to flight testing. After relocating to the South of England, and whilst working as an engineer, I saved enough funds to start and complete my PPL training at Goodwood Aeroclub.

Almost a year after completing the Instrument Rating training, I applied for the Honourable Company of Air Pilots Flight Instructor Scholarship. I was delighted to be invited for the interview and I was truly honoured and incredibly delighted to find out the following day that I was awarded the Swire Scholarship. A few days later, I handed my notice to my employers and headed to Goodwood Flying School. It was a truly amazing experience to head back to where it all started.

Words cannot describe the experience I had at Goodwood. The team - members and instructors - were incredibly friendly, kind, knowledgeable and professional. I would thoroughly recommend anyone wanting to complete their FI rating to go to Goodwood.

The eight weeks of training with Ground School Instructor Bernie and Head of Training/Flight Instructor Graham Turner and Robert Wildeboer were challenging; the learning curve was steep but the rewards were incredible and I enjoyed it immensely. It has sharpened my flying and airmanship skills, which will be immensely valuable for the rest of my flying career.

Having had the great pleasure of completing the course I am now determined to use this new set of skills to the benefit of others. I cannot wait to share the passion of flying with others and assist them in making their dreams come true.

Finally, last, but not the least, I would like to express my deepest gratitude to The Honourable Company of Air Pilots for sponsoring me and believing that I could achieve it.

Thank you to all for making this chapter of my life such a humbling experience of success.

FI BURSARY

Ben Koprowski

The Background I am a full time PPL instructor based at Old Sarum Airfield, working for GoFly UK. Growing up, a keen interest of mine in aviation was encouraged by joining my local Air Cadet squadron. I benefited from opportunities to enjoy gliding, powered flying and even a static line parachute jump. Having firmly decided on a career in aviation during my early years, I saved up for and carried out the required flight training and exams over a period of years and locations from 2005.

My flying career started at Old Sarum; after completion of a commercial license and flight instructor rating, I secured a job on the Old Sarum Operations desk in 2011. Eight months later I flew my
first instructional flight, and later transitioned to full time instructing, and thoroughly enjoyed the work. Other career highlights to date include working as captain of a PA-31 Chieftain, flying from Northern Ireland to destinations across the UK. This role included aero-medical priority transfer flights, charters, organ pickup/delivery, cargo runs and aerial survey work, and was extremely rewarding and challenging. I returned to Old Sarum in October 2014 in order to take up full time instructing again, with a view to further instructing at the commercial level.

The Bursary: My ambitions and career development plans have always included further instructor qualifications, such as working as an instrument rating instructor. It was for this reason I applied to the Honourable Company of Air Pilots for a Flight Instructor Bursary, in order to lift the “applied instrument” restriction. This allows an instructor to carry out training for the Instrument Rating (Restricted) - formerly known as the IMC Rating – and, if the instructor has sufficient instrument experience, the full Instrument Rating (I had this experience from my time flying in NI).

I was incredibly overjoyed to learn that I had been accepted for a Bursary, and that I would be able to complete the training with David Scouller at Western Air, Thruxton. David was the Chief Flying Instructor at Old Sarum when I started flying there in 2006, and also trained me for the issue of my initial Instructor Rating at Thruxton in 2009. He has had an incredibly varied and fascinating career spanning a number of decades in the commercial and military flying world, and I knew I would be in very experienced and capable hands!

Having booked the two weeks off work in July 2015, I found that two of my now-qualified PPL students had already booked themselves in for IR(R) training, in the weeks after my course was due to finish. I appreciated their vote of confidence, and the opportunity to put what I’d learnt into immediate practice, although I did now have slightly more pressure upon me to succeed!

The Training: I reported at Thruxton early on the first Monday in July. The training required to lift the applied instrument restriction includes at least ten hours of ground school, which covers the necessary extra theoretical knowledge required. We got straight stuck in – the ground school was quite useful and necessary to know. In addition, David has a vast wealth of experience and superb teaching technique to make even the driest subjects relevant and interesting.

One of the test requirements to pass the course is to give a 30 minute briefing on a particular subject. My subject was RNAV/GPS Instrument Approaches; a topic which should become more widespread in the coming years as technology progresses and the older type of instrument approach aids are upgraded or withdrawn. I learned a lot in the course of making the presentation which should serve me well later in my career.

One of my main development points was the way in which I speak when lecturing or briefing students. David (kindly) pointed out that, with the aid of recordings of the presentation I was giving, I was speaking quite fast. I was astounded - I thought I’d slowed down! However, with a bit of practice and gentle nudging, I was able to deliver my briefing at a suitable (and sedate) pace.

The flying training was immensely enjoyable, although it was a little strange after more than a thousand hours of giving instruction to be the student again! Tuition on correct method to teach both normal and limited panel instrument flying was given. David was able to arrange flights in both traditional “steam-gauge” analogue instrumented aircraft, plus Thruxton’s newer “glass cockpit” electronic panel aircraft, thus giving me the requisite sign off to teach on either, should this be required in the future. Given the increasing rise of glass cockpit equipped training aircraft, this was a much appreciated and potentially very useful part of the training.

The latter portion of the flying training concentrated on the teaching of instrument approaches and holding patterns. I was fortunate in that I have some experience in doing these “in the real world” from my charter flying work, but it was interesting to see the approach from a taught perspective.

Another development point was the elimination of a number of small but undesirable habits that had crept into my flying and instructional technique without me noticing. Since a student will naturally pick up on and imitate his or her instructor, sometimes without realising, I was very happy that David had gently picked up on and corrected me on a number of minor but sometimes important points.

With all the required training and ground school complete, David pronounced me ready for test...

The Achievement: I was booked to test with Tim Orchard on Thursday 16th. Tim is an ex-Concorde BA pilot, among a long list of other achievements. I occasionally suffer from slight pre-test nerves, but I was relieved to find that Tim is experienced at putting applicants at ease. Weather outside the limits suitable for Thruxton dictated that we carry out the ground portion of the test first; my presentation went off without a hitch - and my voice remained in slow mode. After a few technical questions and answers, we launched so I could teach Tim how to fly a non-precision approach and a selection of flight exercises from the IR syllabus.

My watch told me that by the time we’d landed, over an hour had elapsed – it certainly didn’t feel like it. Tim delivered the good news – I’d passed! I was now the UK’s newest Instrument Rating Instructor.

The Instructing: I drove to the Civil Aviation Authority building at Gatwick Airport the day after the test. Normally, in order to get the relevant part of your license updated and issued, you would send the CAA the necessary paperwork in the post, and in a few weeks time, you’d receive the required paperwork back. However, since I needed the ticket next Tuesday, I elected to use the CAA’s over the counter same day service, and had my newly minted license in hand by midday.

In the week after the successful test, I flew my first ever Instrument Rating (Restricted) instructional sortie. My student, Stephen, had trained with me for his PPL and completed his license earlier this year. He works at Old Sarum also, and has ambitions to fly the Cessna Caravan that we use for parachute dropping. He’s always a pleasure to teach, due to his fantastic work ethic and the huge amount of effort and dedication he pours into his flying, and it was a real delight to be able to be able to take him further onto the next stage of his aviation development. I have another new IR(R) student booked in for this Sunday, plus two others who assure me they will book
I’d like to offer my deepest thanks and gratitude to the Honourable Company of Air Pilots for the award of the Flight Instructor Bursary; it’s enabled me to gain a valuable and career-enhancing qualification, which I’m already putting to work teaching a number of students – and many more to come over the following years. It is very much appreciated.

**AIR PILOTS FLYING CLUB GLIDING SCHOLARSHIP**

Harry Dyer

I first heard about the gliding scholarship when I was first told by my school’s headmaster early one morning just before I was due in lesson, and he strongly recommended I apply as he knew that I’ve had a passion for flying and aircraft since an early age. I applied knowing that if I was to get this scholarship it would be a once in a lifetime experience.

I was asked to write a letter titled ‘Why I should benefit from a gliding scholarship’ which I ended up writing 6 times, which was sent off by my headmaster. A couple of weeks later my headmaster told me that I was to go for an interview at another school. Personally I have never been to an interview before so my nerves were running wild. After I arrived at the location of the interview I was met by two former scholarship winners who asked multiple questions on why I would like to take part in the scholarship and why I have a passion for flying. After the interview I was anxious to hear the verdict.

Not too long later I was informed by the headmaster that I had been chosen for the scholarship. After that I quickly phoned my mum to tell her the good news. So the dates where set and my bags were packed. I left on the 14th of August at 2:30pm to make the drive with my mum to HMS Sultan where I and the fellow students would be staying. It took 5 hours due to the traffic on the M25. After meeting the other students we all got an early night to prepare for the early start next morning. Early next morning after breakfast we took the minibus to the gliding club where we were introduced to our instructors and put into our syndicates then shown to our glider for the week, ours was N3. It seemed that the ice was ‘broken’ between me and the instructors, especially the duty instructor Dave, as he quickly gave me the nickname ‘hair’ which later became ‘h squared’ because of my tendency to be protective of my hair.

The first few days was spent learning the basics of flying a glider which was different for me as I was used to flying a Piper Cherokee Archer but I felt it was a quick transition from powered flight to gliding. After a few days we had all become familiar with flying the glider after the aero tow and after an instructor change we all began learning how to do the take-off, the aero tow, and the landing. We also became familiar with the different types of stall and how to recover from them.

After only a few days most of us were doing the whole flight without any assistance from our instructors and we were just polishing off a few minor things. George was the first student the go solo and I remember wishing it was me to go solo first. After being reassured by Dave that the instructors were impressed with my flying and were looking at me closely I began to become less worried about going solo and more on just having fun flying. On Wednesday I was introduced to John Towell and Malcolm Ward who had kindly brought down their Tiger Moth for us to look around. I was extremely shocked and privileged that they offered me a short flight where I was briefly able to take the controls of a marvellous piece of history. The following day our instructor told my syndicate that we would be practising flying without an altimeter which was a daunting prospect. I did two flights without an altimeter with my instructor and then he took off the tape covering the altimeter and said we were going for a third flight. After the third flight I was extremely surprised when he said I was going solo straight away. After lift-off I was surprised how quiet the cockpit was but that thought soon left my mind as I saw how low the cloud base was, at 1000ft I disconnected from the tug aircraft and began the descent into the circuit for landing. After the landing when I finally got out of the glider I was congratulated by the rest of my syndicate and I quickly walked over to give my two instructors Graham Tucker and Martin Heneghan a hand shake to say thank you for their work and allowing me to go solo.

On the final day I was told by Dave that I was going to be going with my instructor Graham on his aerobatic practise. I quickly said yes and at around 1pm me and Graham climbed into the glider to begin the long aero tow to 5000ft as we needed extra height so Graham had enough altitude to practise the routine twice. Graham kindly allowed me to fly the tow to 4000ft and at this point he said to take a few pictures of the stunning view. After he flew the last 1000ft and then we disconnected from the tug and we began the routine. After performing the adrenaline-pumping routine twice we landed where he informed me that we had gone from -3g to +5g so we had pulled 8g in total. After a lengthy rest I was sent on my check flight and after this check flight I got to go solo for a second time.

Another aspect of this course I enjoyed very much was meeting the other students. We have all become very close and have promised to stay in contact with each other and eventually meet up again. I’m surprised how much I have learnt in a very short amount of time but I believe it’s not all about the flying it is also about the people I have met and the new friends I have made.
In conclusion this whole experience was amazing and I am very glad I applied for it. I am very thankful to all at the Portsmouth naval gliding club for allowing me to use their facilities and their gliders also the staff at HMS Sultan for providing accommodation for the week and the Honourable Company of Air Pilots Flying Club for sponsoring me and making this week possible.

AIR PILOTS LONDON SCHOOLS GLIDING SCHOLARSHIP

Mina Khodkameh

When I was first told in a school assembly that students were being invited to apply for a gliding scholarship, I couldn’t quite comprehend that this experience was being made available…for free! I thought I would take my chances and apply for a scholarship, but I really wasn’t sure if I stood much of a chance of winning a place. I had to write a letter of application and was interviewed by representatives from the Honourable Company of Air Pilots. A few weeks later, my Head Teacher told me that I had been successful and I would be spending one week of my summer holiday learning how to fly a glider!

During my time in the breath-taking scenery of Bedfordshire, at the London Gliding Club in Dunstable, I undertook several basic training tasks to prepare me for the ‘real thing’ of flying a glider. I was lucky to be trained by a young aerobatics champion. After being taught the principles of the aircraft, I did ‘aero tows' and ‘winch launches' and practised hands on what I had learnt in training.

By the end of the week, I had achieved the ability to keep a steady level and control smooth turns of the glider. Also during my stay, I was taught how to launch an aircraft and memorised the required codes and signs.

Overall, my experience collaborating with inspiring aircraft champions and staying at Dunstable, an area that is very different to the busy city I live in, has most definitely broadened my horizons - both literally and figuratively. From this experience, I have taken away my ability to step outside my comfort zone and have become more confident about facing future challenges of all types. As far as the future is concerned… the sky is the limit!

AIR PILOTS YOUTH GLIDING SCHOLARSHIPS

Douglas Wescott

Over the summer of 2015 I had the opportunity to learn how to glide, to literally soar with the birds.

Having applied for a scholarship with the Honourable Company of Air Pilots, I was selected for interview at their headquarters in central London. A panel of three; a civil aviation pilot, a former scholarship winner and a representative of the Company, interviewed me. A few weeks later I learnt the exciting news that I had succeeded in my scholarship application.

The Company provided a bursary for me to fly at the local Bristol and Gloucestershire Gliding Club. This club is located at Nynmsfield, positioned on the high set of Cotswold ridges running parallel to the River Severn, allowing the use of a lift technique called ridge soaring, as well as thermalling. My first flight was in the ASK21 from a winch launch. I will never forget it. Although I had heard about winches and their high-speed acceleration, nothing prepared me for the experience. The weight increases on you as the glider rapidly moves from 0 to 65 knots, forcing you back into the seat. At the top of the winch launch there is the sharp sensation of weightlessness as you arc over nose down when the cable releases (these sensations make every flight a rollercoaster experience). Once in the air I was met with an amazing view of the River Severn and the Cotswolds stretching out around me. My instructor covered the basic controls of the aircraft, which though largely familiar to me, introduced me to a glider significant factor called adverse yaw, differentiating the glider from other aircraft by the need for far greater use of rudder in turns.

The training I received encompassed a vast number of drills and skills, designed so that you can adapt quickly to any circumstance that may occur when gliding solo. Stalls, spinning and spiral dives were some of the manoeuvres I had to learn how to perform and, most importantly, how to recover from these manoeuvres and return to stable flight. I also had to learn to safely launch from a winch, complete a circuit and land; sometimes with a bit of ridge soaring or thermalling in between. This involved learning about airmanship; the rules of the air, in order to operate safely around other aircraft.

As part of my training I also had to learn how to assist in the running of the airfield. This involved understanding characteristics of each glider and how to carry out daily inspections of the aircraft. I learnt how to be safe on the airfield by constantly watching the skies for incoming aircraft. When I was not flying I was assisting in launching, either as ‘wingman', or operating a set of lights that tell the winch controller when to carry out each stage of the launch. I also had to retrieve the aircraft by towing them back to the launch point using small powered vehicles (requiring me to learn how to drive too!). Occasionally, I helped with the repairs to gliders in the workshop; this gave me a greater knowledge of their inner workings.

Since the end of the scholarship I have continued training to go solo. I flew 2 flights in the ASK21 two seater, before converting to a single seater. My training really kicked in when I had a cable failure on my first flight in the single seater. After landing straight ahead I successfully went up again, thermalling nearby before an uneventful approach and safe landing back at the airfield.

I have enjoyed gliding at Nynmsfield and will continue my training with my next aim being a bronze endorsement before working towards further qualifications.

I would like to thank the Honourable Company of Air Pilots for the wonderful opportunity they have given me and the Bristol and Gloucestershire Gliding Club for converting the scholarship into a fantastic month of flying.
Over the summer of 2015, I was lucky enough to be undertaking a gliding scholarship. I completed the scholarship at Kent Gliding Club where all the members of the club were very friendly and welcoming. Fortunately, living close to the club, I completed it over the course of the summer on their club days. After an initial safety briefing, I was all ready for my first flight. Colin (my instructor for the day) and I were aero towed to 2000ft, at which point we released and started to cover the basics of the controls. Over the Wednesdays and weekends to follow, I was soon advancing through the syllabus.

Whilst not flying, I was also learning about the various jobs on the ground, such as log keeping and retrieving gliders, to help the efficiency of the ground operations.

As the weather has been great all summer, albeit with one very damp Wednesday, it made for great lift and good flying. I was able to become more experienced at thermalling and learning how to make the most of the thermal. On one good day after reaching 3500ft, I even got the chance to experience some aerobatics – much to my delight – such as a chandelle.

I was soon starting to practice winch launches, circuits and landings. After one of the ground briefs in which I was taught the different parts of a circuit, I had a go at flying just the circuit and landing. Then on subsequent launches I slowly built up the circuits until I was flying the whole thing. For my final launch of the scholarship, I did another aero tow to 2000ft – only this time flying the launch myself with the aid of David, my instructor for the day. Whilst on the launch, I learnt about different techniques like boxing the slip and also how to release safely. However due to impending British weather, we had to land quite soon, but not before the chance to practice a couple of steep stalls and the following recoveries.

I have thoroughly enjoyed my time at Kent Gliding Club and am thankful to Air Pilots for sponsoring me through the summer, to Julie in the office and also to the various instructors who have flown with me.

I am now focusing on finding a part time job, so that I can optimise my club membership and self-fund further flights to achieve my goal of flying solo.

I am extremely grateful to the Air Pilots for this fantastic opportunity.

William Gould

I began my scholarship when I did a day visit to the Derbyshire and Lancashire gliding club at Camphill. Straight away I was made to feel very welcome by all the members and instructors there. I was shown how everything worked and how all the members would help out when launching the gliders. It wasn’t long until it was time for my first flight. This was something I was a little apprehensive about, having never flown in a winch launched glider before, however the time soon came and I can only describe it as a truly exhilarating experience. The feeling of being pushed into the back of your seat as you accelerate from 0 – 60 knots in a matter of seconds and watch the ground race away as you climb up at an angle of 45 degrees, is not something you forget in a hurry. Once up in the air I was amazed at the great view over Derbyshire and the Peak District. My first flight was over all too quickly and after that I was hooked and eager for more. To make the most of the scholarship I decided to stay for a week in August as this would allow me to get up early and get lots of flying in each day as it was a long drive from my house to the club. Also by being there early I could help other members get the gliders out of the hanger in the morning and help tow them up to the launch point. In the meantime I did a few more day visits to familiarise myself with the club and the people there. I learnt how to operate the lights that sent signals to the winch driver, I would help retrieve gliders using the tractors from where they landed and tow them back to the launch point – also I learnt how to hook the launch cable onto the gliders and check it was fastened securely. Whilst staying at the gliding club I would help get the gliders out of the hanger each morning and help clean them and put them away in the evening. During my week’s stay at the club I learnt a lot and felt that both my confidence and abilities flying the gliders really improved. I learnt about the pre-flight checks you must make before a flight and recognised the importance of each check. Whilst in the air I practiced manoeuvring the glider, stalling, trimming the glider for certain speeds and making an approach to land.

I really enjoyed every moment of my gliding scholarship and it has left me with the desire to seek out a gliding club during my time at University and continue flying.

Piers Douglas

I completed my gliding scholarship at the Essex and Suffolk Gliding Club, near Colchester. My 20 flights were extreme fun and although I did not achieve a solo flight, this scholarship has strengthened my determination to become a commercial pilot. I applied for this scholarship because I enjoy flying and would relish the chance to glide solo; I want to become a commercial pilot; I enjoy a challenge and a gliding scholarship would be a great test; this was an opportunity to learn a new skill; and I have always been passionate about flying and gliding. As you can imagine, I was delighted when I was told I had won the scholarship and I could not wait to start the training. Prior to this scholarship, I had no practical experience of gliding, so everything I learnt was from the basics. My only past experience of gliding was in wind and rain so I couldn’t fly that day.
My first two flights of the scholarship were in a K-21 glider, where I learned about pre-flight checks and using the basic controls, such as elevator and rudder, and their primary and secondary effects. During the rest of my flights, which were all in a K-13, the most challenging part I found was coordinating my turns because the required amount of rudder and stick movement is very precise. The weather varied hugely which meant some days were perfect for soaring and some days we could only fly circuits. I preferred the longer flights because it meant that I could see more of the area where I was by going further from the airfield, and I could learn more in one flight. The lengths of my flights ranged from 5 to 50 minutes but I loved every one due to the speed of the launch and the thrill of flying. Due to the fact that there are not enough gliders or instructors for everyone to go up at once, there was usually some waiting before or after my flight. This meant I would help others with their flights by holding the wing for their launch or retrieving them and their glider once they'd landed, or even using the radio to communicate with the winch driver about the launch for each glider. These all taught me invaluable lessons, such as using a radio and handling gliders on the ground.

All the people I met at the club during my scholarship were very friendly, helpful and supportive. Some of the members of the club were retired and some were younger than me but each made me feel at home. Each time I went to glide at the club, I had a different instructor which I preferred to having the same one because ten instructors have more experience than one so they all had different stories and advice. Experiences I gained throughout this scholarship are ones that I will never forget. I would like to glide again sometime in the future and am now completely certain that I’d like to become a commercial pilot due to its intense and challenging nature. I am also very grateful to the Honourable Company of Air Pilots for this once in a lifetime opportunity that I will always remember.

AIR PILOTS CITY UNIVERSITY BURSARIES 2015

Assistant Professor Marion Wooldridge, Chair, Bursary Selection Panel

Following initial short listing and then the recent interviews at City University, the following students were each awarded a Company Academic Bursary; Balbir Chopra, David Lang, Patrick Leib (all studying for MScs in Air Transport Management) and Samuel Takyi (taking the MSc in Aircraft Maintenance Management). Balbir, David and Patrick are all currently working as commercial pilots, whilst Samuel is employed as an engineer.

Patrick Leib now works as a Senior First Officer for Easyjet UK, based at Gatwick. He has previously worked for Easyjet Switzerland and Air Malta, prior to which he undertook his military service in the German army as a medic. Samuel is Aircraft Maintenance Manager for BA in Lagos, Nigeria, and obtained his engineering qualifications in Nigeria. He is originally from Ghana and has worked for a number of African carriers.

Balbir is currently a Senior First Officer for BA and previously worked as Cabin Crew, also for BA, while undertaking pilot training and type rating. Outside of work, he is a member of the Royal Lifesaving Club, where he has taught lifesaving, first aid and water safety skills to children.

David, originally from Canada, is now based in Germany as a First Officer for Lufthansa. He has spent periods as a gliding instructor and tow pilot, and achieved the rank of Lieutenant in the Canadian Forces (Air Reserve), as well as qualifications in Mechanical Engineering from Concordia University.

Although none of our Bursary Winners this year are on the MSc Air Safety Management Course, they all demonstrated a strong commitment to air safety, and their enthusiasm for the future of aviation was clear. The selection panel greatly enjoyed talking with them, and we are sure they will all make excellent ambassadors for the aviation industry.
Flying Scholarships at Tayside Aviation

Liverman Lovat Fraser, Tayside Aviation

Tayside Aviation Limited was formed at Dundee’s Riverside Airstrip (now Dundee Airport) on 28th February 1968 as Aerosport Ltd by HCAP Liverman Lovat Fraser OBE FRAeS, and two other air cadet gliding instructors from 662VGS based at Condor, Arbroath. The first aircraft the company purchased was a new single seat Volkswagen powered Nipper Mark 3 (cost £1600!) built by Slingsby Sailplanes, and it was hired out to qualified pilots.

Unfortunately Riverside Airstrip was shut down and the Nipper operated from Glenrothes Airport although it was hangared at the Portmok Gliding site where it blew over in strong winds, but was eventually repaired. After lobbying Dundee Council who operated Riverside Airstrip, the Nipper was allowed to return to Dundee and the Airstrip eventually reopened and developed into Dundee Airport.

The company survived these almost terminal growing pains and moderate to severe turbulence, but once resettled at Dundee it moved on by purchasing a pre-owned Cessna 150 and started flying training. Since then Tayside Aviation has operated a variety of aircraft types including the Cessna 152, Piper Warrior, Cessna 172, Piper Aztec, Grob 115A, ARV Super 2, Diamond Katana, Piper Seneca, Grob 115D Heron, it recently purchased a Tecnam twin, and has ordered seven German Aquila A211GX two seat trainers which will be arriving early in 2016.

In 2007 Lovat Fraser sold the company to a group of investors led by Jim Watt, the current Managing Director, but Lovat continues his association with the company as Director of Flying and Head of Training.

The company operates from Dundee and Fife (Glenrothes) Airports with a fleet of 18 aircraft providing PPL, CPL, MEG, I/R and IIC training employing a staff of 30 including 15 flying instructors. It also offers a BSc Hons Degree in Professional Aviation Pilot Practice in conjunction with Middlesex University. RAF Flying Scholarships were introduced in the 1950s and gave air cadets 30 hours of flying, which in these days was sufficient to gain a Private Pilots Licence (PPL). Lovat Fraser was a recipient of one of these Flying Scholarships.

Tayside Aviation became involved in the RAF Flying Scholarship Scheme (FSS) in 1978 when it was awarded a contract to train 15 air cadets – HQ Air Cadets administered the scheme and used over 30 flying clubs and schools to train 350 cadets per year. The aim of the FSS was to reward the high achieving cadets, and encourage them to take an interest in a career in aviation particularly as aircrew. Also the FSS provided an indication (through the end of course reports) of the cadets’ flying aptitude, personality and attitude which would help with the selection of potential RAF pilots, other aircrew, and ground branch officers. Tayside Aviation continued to be awarded individual annual contracts every year until 1994 when the FSS was taken over from HQ Air Cadets by the Directorate of Recruitment and Selection (RAF) at the Officer and Aircrew Selection Centre (OASC) at RAF Cranwell. 500 Flying Scholarships per year of 20 hours flying were offered to air cadets, and also included around 150 civilians plus a small number of Royal Navy Flying Scholarships. Tayside Aviation was awarded the first five year national contract, and it appointed seven sub contractors spread throughout the UK to assist with the training. By the end of this contract Tayside Aviation was training 250 of the 500 cadets each year, and operated from Dundee, Perth and Fife (Glenrothes) Airports. In 2001 under pressure to save money, the DoR&S (RAF) decided that it did not need the FSS to attract high calibre candidates for entry to the RAF and the scheme was terminated. After lobbying at Ministerial and CAS level it was decided to reinstate Flying Scholarships to be administered (once again) by HQ Air Cadets as the Air Cadet Pilot Scheme (ACPS) although the hours were reduced from 20 to 12 hours with the aim of the cadets achieving a first solo. Initially the number of HQ Air Cadets scholarships was only 30 per year, but this was increased to 150 per year and the current contract runs to 2018.

The administration and management of the FSS/ACPS is monitored by examiners from RAF Central Flying School. The CFS examiners test all instructors who fly with the cadets, and also fly with a 10% sample of the cadets trained each year to ensure rigorous standards are being maintained. Of the 150 cadets trained each year four are selected for John Cunningham Flying Scholarships administered by the Geoffrey de Havilland Flying Foundation - they receive an additional 13 hours flying and the best two of these are given sufficient hours to complete a LAPL at...
Tayside Aviation. Tayside Aviation also provides training for 30 MoD aviation engineering graduates under the APEX scheme, and trains around 30 Air League 12 hour Flying Scholarships. The company trains the HCAP Hong Kong branch Flying Scholarships winners to PPL standard at Dundee each year, and has also trained GAPAN/HCAP Flying Instructor Course (FIC) Scholarship winners. Thousands of cadets have been trained by Tayside Aviation since 1978 and many of these pursued flying careers in the RAF/RN or civilian airlines.

For example, David Marshall was awarded an RAF Flying Scholarship with Tayside Aviation, applied for entry to the RAF as pilot and successfully completed the selection procedure, but unfortunately because of contraction of the RAF at the time there were no slots available. Consequently he decided to pursue the civilian option through the modular route, setting up a business to fund his training all of which he did with Tayside Aviation. David applied for a GAPAN/HCAP Flying Instructor scholarship and was successful. He was employed as a Flying Instructor by Tayside Aviation and in 2015 he was accepted by Loganair as an F/O on the SAAB 340. Tayside Aviation has a partnership arrangement with Loganair, which selects F/O candidates at Dundee using the Tayside Aviation Alsim simulator.

One FS recipient who completed his scholarship at Dundee and was accepted by the RAF was Squadron Leader Jody McMeeking who is one of the most experienced Typhoon pilots, and was awarded the GAPAN/HCAP Johnson Memorial Trophy at the 2012 T & A Banquet.

For almost four decades of its 48 year history the Directors and staff of Tayside Aviation have felt proud and privileged to have helped so many flying scholars on to their first step on the aviation career ladder. The providers of flying scholarships deserve thanks for their foresight, and making so many dreams come true.

From the desk of the
Director Aviation Affairs

Liveryman John Turner

This time last year I was writing about plans to 'Enhance our Professional Committees’. Now the new structure is in place, the new committees have met, and people are adapting to new roles. The first Technical Committee meeting combined some previous committee members with totally new faces, creating a different and refreshing dynamic that benefited from the recent 'front line' experience of new members. Working group activity is now building, albeit from a slow start, with clear signs of committed volunteers wanting to move important topics forward.

Unfortunately, 2015 as a whole showed that ever-increasing technical sophistication in aviation does not stop us from experiencing tragic events. Today, designers' technical understanding and manufacturing capabilities give us aircraft that mechanically are increasingly safe. Nonetheless, the human element continues to be an ever-increasing cause of aviation accidents, despite advances in the understanding of how humans interact with machines and other people through ergonomics and psychology.

Many of these issues were discussed in November last year when the Royal Aeronautical Society (RAeS) hosted a Human Factors conference 'Predicting the Fatal Flaws' at Virgin Atlantic’s training facility, Manor Royal near Gatwick. Approximately 80 people attended the two day conference and I am indebted to Upper Freeman Richard Lotinga; I paraphrase extracts of his report below:

Liveryman Dr Kathy Abbott, was a guest as well as a contributor at the conference and was presented with the Helen Muir Award from the RAeS.

We are familiar with the threat of computer hacking and virus software in many parts of modern life but Professor Chris Johnson (Head of Computer Science at Glasgow University) noted that ISIL now controls several ATC towers in Syria and has access to the associated ATM software. Virus software can be purchased online for sums of between $5000 to $250,000; Adobe virus software is often the cheapest, highlighting the requirement to update regularly our computer anti-virus software. Other counters to the threat of any potential ATM software interference include the diversity and age of in-use ATC programs throughout the world; it may be that unnecessarily updating ATC systems and reducing that diversity might be counterproductive. Pilots have long prepared for radio failure in the past - now we need also to recognise and be prepared for the potential total loss of ATC surveillance coverage and communications.

Lt Col Panagiotis Stathopoulos of the Hellenic Air Force was one of two Fl16s instructed to intercept a Helios Airways B737 in August 2005 when it stopped responding to calls from Nicosia ATC. The B737 was flying from Larnaca to Athens and onwards to Prague. Lack of pressurisation led to hypoxia in the pilots and their subsequent deaths and, after exhausting the oxygen from the drop-down oxygen masks in the cabin a similar fate occurred to the passengers. However, the cabin-crew had portable oxygen cylinders, which can supply oxygen for up to 3 hours. One of the cabin-crew eventually entered the cockpit and tried to control the aircraft. The presenter described waving to the cabin-crew but being unable to do anything more than monitor the situation. The B737 continued on its flight plan to Athens at FL340 and then into the go-around hold, at FL340, until the left engine flamed out due to fuel starvation. One of the cabin-crew (a British PPL) took manual control and the aircraft descended slowly. When the right engine flamed out he tried, unsuccessfully, to crash land but the combination of limited experience and mountainous terrain defeated him. A replay of previously unheard communications from military and civilian ATC units and commentary of the presenter, flying in close formation all the way to the ground, left a very quiet group of people moving to the subsequent coffee break.

What conclusions can we make? Investigation reports are available on the
internet. They challenge locked flight deck doors, though there seems little prospect of a change in that area, and also highlight the potential for the crew to mis-interpret a single warning (horn, light or shaker) that has two different meanings, this time with catastrophic results.

Stanislaw Drozdowski, a senior Airborne Collision Avoidance System (ACAS) expert in Eurocontrol, spoke on Traffic Alert & Collision Avoidance System (TCAS), its failures and the future. We are all probably aware of the much-publicized mid-air collisions but he explained that there have been several others where the results have not reached the press because of the small numbers of people involved and the geographic location; for an example, see http://avherald.com/h?article=48:031e2. ACAS, a future replacement for TCAS, is being developed in the USA with several options for varied operations that will include UAVs and drones, hopefully alleviating an increasing problem.

Upper Freeman Nick Clutton has written on 'Culture and Safety Management' and spoke to the conference about 'Just Culture' and future developments. All medium to large airlines are required to have a Safety Management System (SMS) but the organisations' internal culture and its reaction to safety events is instrumental in the success of a SMS. Nick's paper is available on the Honourable Company of Air Pilots website www.airpilots.org. Bryony Lamb and Nick Clutton in collaboration have been introducing the Just Culture concept into the UK’s National Health Service and are working on further developing the concept into an 'Inclusive Safety Culture' that recognises the need to integrate all aspects of safety culture.

Not all presentations had a definitive conclusion. The intention was to make the delegate consider the current Human Factors Systems and the appropriate training needed. Some general observations and comments that arose, in no particular order……

• It would be wonderful to be able to accurately predict failures in people and thereby prevent a crash; the film 'Minority Report' showed an attempt to do this (that failed). However, there are procedures that could help. In Canada, any GP that treats a pilot, or any other professional in a safety role, must contact the relevant authority to advise them of their situation. Had that been in place in Germany, maybe the GermanWings accident would have been prevented. Hippocratic oath? Even a totally scientific examination of predicting earthquakes has its problems. After a large earthquake an examination of the data will reveal several 'fore-shocks' indicating the likelihood of a big one. Unfortunately the world is full of mini-quaques, most of them (fortunately) not preceding a big quake. How can we predict the uncertainty of people if we cannot predict a major earthquake?

• Has computerized ATC reached a saturation limit? In a control centre in Europe when a controller reaches 30 aircraft they will revert to voice control instead of CPDLC (see www.skybrary.aero/index.php/Controller_Pilot_Data_Link_Communications_(CP DLC)). Those who transit the London Clacton sector will be well aware of the saturation of that sector in voice alone. If aircraft movements are to double, how is that to be catered for in an already saturated airspace? Is the only way forward totally computer-controlled airspace allowing aircraft to be flown even closer (1 mile/200ft?) by ATC with the pilots totally hands-off? Now consider that in the world of viruses and cyber terrorism…. An A ir Safety Report was filed in 1970 there were some 1,500 deaths from ManPads (man-portable air defence systems or shoulder-fired surface to air missiles).When it was shot down, MH17 was flying above the advised no-fly zone but some airlines had already decided to avoid the region entirely. The difficulty arises that the NOTAM should come from the relevant national authority. If the government does not wish to admit to a deteriorating situation in its country, for many reasons, then ICAO will not be informed and the risks may escalate. An Air Safety Report was filed in Iranian airspace on visual sighting of a cruise missile enroute from the Caspian Sea to its target in Northern Syria. Richard recalls that in 2003, B1 bombers were flying past his Airbus in French airspace enroute to bomb targets in Iraq. The aircraft/drone collision issue is not restricted to low level drones flown by amateurs near airports but extends to also high level unregulated drones that may not be military but could be commercial spy or social-media drones.

• 'Resilience' was mentioned several times by different speakers and may well be presented in your own CRM sessions this winter; the 'Swiss Cheese' model of CRM preventing failure by layered safety measures is an older form of the same.

• Good leadership in any organisation is essential. A strong leader with a vision that is well communicated and supported by the work force can make a previously failing company succeed out of all recognition. Paul O'Neil of ALCOA and Cynthia Carollof Anglo-American made massive differences to their respective companies, both based on increasing workers' safety and the transformation of ALCOA has been exceptional. However, even good leaders can have their bad days (as too can politicians).

• Does a Risk Assessment Department exist only to cover corporate liability or does it have a valid internal use; surely all departments should be aware of their own risks?

Dr Kathy Abbott concluded the conference by emphasising that aviation is a continually evolving organism in which there are many forces at work. There are rarely optimum solutions and finding a reasonable balance between the forces is hard but absolutely necessary; otherwise, the imbalance can generate fatal flaws. Richard sums up the conference as “a very interesting two days of commentary and Human Factor solutions. There is no single solution but there is a need to continually assess and to work at stopping any deterioration of a dynamic situation before it leads to an accident.

Complacency alone is always a flaw. Coupled Complacency can be a Killer.” Happy and Safe Flying.
Rome to Gibraltar

Nothing could have prepared the intrepid six, who boarded HMS Ocean that night in Civitavecchia under brilliant arc lights, for the remarkable days at sea that were to follow. We were met at Rome (Fiumicino) airport by minibus, and transported direct to the gangway; the adventure had begun, once armed marine commandos had recorded our arrival, and the host Commander and Lieutenant had joined us to arrange escort to the officers’ quarters. A previous programme had suggested a full induction into Ocean’s working day and we were not to be disappointed.

A brief e-mail from our Clerk towards the end of October had invited interest in two opportunities to join our affiliated ship on her return passage from Rome to her home port of Devonport. Initially three slots were suggested between Rome and Gibraltar, but fortunately six places materialised in this first leg, and we all counted ourselves extremely lucky to be aboard. Despite the very thorough programme that eventually arrived four days before we left for Rome, some uncertainty existed leading up to departure, and indeed no plans were set in stone, all being subject to operational requirements. Cdr. Adie Baker RN had only just taken over as Commander Air, but he quickly made contact and issued joining instructions and proved a phenomenal host, ably assisted by Lt. Chris Lemon RN (Flight Deck Officer). These two very busy officers were to be our guardian angels throughout the next action packed week, although every single department we visited treated us as VIPs and were prepared to discuss any trivial question we came up with. This was a ship that had just completed a strenuous and prolonged NATO Exercise Cougar and there was an obvious end of term feel to the ship’s company, exemplified by their own Ocean’s Got Talent production in the main hangar once well underway. That is not to say that routine deviated from normal naval practice, with regular fire and flood drills sounding throughout the day and night. Immediate Past Master Pooley has already described many areas of interest to which we were exposed (Air Pilot issue 11), including visits to the Engine Room, Medical Centre, Flight Deck and experience with Landing Craft and Light Machine Guns, all requiring extensive safety briefings together with appropriate body protection and headgear. For us this particular passage was enhanced by being on an active warship, well beyond our own territorial waters, accompanied by a detachment of US Marines with their MV22 Ospreys, which were to leave us on the second day. Flight Briefings were extremely punctual, detailed and an example of effortless efficiency, and always long before breakfast! Indeed our time spent in the wardroom meeting officers of every rank and nationality proved one of the most rewarding areas of our visit. None of us will forget the highly charged atmosphere as we watched the final moments of the House of Commons debate and vote on airstrikes on Syria broadcast on Sky News. Another memorable occasion was to be on the flight deck early one morning to watch at close quarters 814 Naval Air Squadron Merlin Mk2s transfer equipment and people to HMS Ocean from HMS Bulwark sailing to our port side. Interestingly HMS Bulwark was under the command of Air Pilots Liveryman Captain Nicholas Cooke-Priest.

Despite very thorough preparation for both Merlin flights, and Landing Craft activity with the Royal Marines, neither could take place owing to operational...
requirements. We soon learnt that when the Navy are doing “stuff” it was on a need to know basis, and lowered voices and small groups signalled that we civilians should take a proverbial back seat, until things returned to normal. Despite the departure of two Ospreys as planned, a “sick bird” remained and we watched the engineers of the US Marines repair this third aircraft on the flight deck, prior to its eventual flight home to Spain. Given every encouragement to explore all corners of the ship we inevitably spent a substantial time on the Bridge and adjacent section devoted to Flight Control. Once granted formal access by the Officer of the Watch we were voracious in our quest for knowledge. Young Sub Lieutenants fresh from Dartmouth were only too pleased to feed our curiosity be it on navigation, flight operations or ship recognition. HMS Ocean’s Captain Steven Moorhouse OBE came and went upon the Bridge, giving us as much of his time as possible. Indeed we spent a particularly valuable hour with him discussing the Human Resources issues that have to be faced on a ship at sea and the future of recruitment and retention, as society changes with particular reference to the younger ratings, leaving the safe environment of home and their inevitable portable screens!

Such was the size of the ship and the breadth of experience available that we often found on our own evening debriefs over a glass of wine that we had individually touched on quite different areas. Some found themselves in a powerful rib searching for a football lost overboard, all tried hitting a large inflatable tomato at night with tracer bullets fired from a GPMG, and your author had the wheel of HMS Ocean for a few minutes before the duty Officer requested the autopilot take control again!

As we entered Gibraltar, with armed outliers surrounding Ocean, and a suitably large White Ensign flying, your Honourable Company representatives could hardly believe what they had just experienced. This was a truly memorable week aboard our affiliate ship, the flagship of the Royal Navy, thanks to the generosity of Captain Moorhouse OBE, and his remarkable officers and crew.
The replacement 5 were all on board 'The Big O' by Saturday evening. There should have been 6, but sadly one had been knocked off his bike the previous evening and was advised not to travel. After a warm welcome from Commander (Air) we had the first of many visits to Flyco - this is situated in the island to the port rear but an integral part of the bridge. From here all air operations are controlled, and we saw 2 Merlins landing on. Back in the Wardroom I bumped into an old submariner chum who had been invited by his granddaughter, who was a Sub Lieutenant undertaking watch keeping instruction, and to our mutual surprise a friend who had joined Dartmouth with me and who was escorted by his wife - both are members of the Farriers Livery Company which is also affiliated to the ship.

Sharing a cabin with Past Master Mauleverer was a challenge, since he had arrived first and sensibly chosen the lower bunk – I would have done the same. I therefore had the use of the top bunk which measured 14” to the deckhead, certainly a challenge for someone of my tender years; next morning I found an unused single cabin and life definitely became more comfortable.

We were privileged to witness the ship's morning departure from Gibraltar while standing in Flyco. A local pilot assisted by 4 tugs was needed to turn the ship through 180 degrees in a very restricted area inside the harbour, but then we were soon heading south towards North Africa and a Merlin from 814 NAS, my old squadron, launched, but an MV-22 had to shut down as we entered the main shipping lanes - the INS and GPS wouldn't talk nicely to each other.

During an earlier exercise, the ship had hosted 3 MV-22s to practice cross deck operations; the MV-22 is the US Marine version of the V-22 Osprey. One had gone U/S some days earlier requiring some fairly major engineering. It finally departed just after lunch on its 4th or 5th attempt to return to its base at Rota between Gib and Cadiz - sadly we didn't see the departure.

In the afternoon the 150 'families, friends & affiliates’ were split into 9 groups to visit many of the ship’s working parts - galleys, sick bay, marine vehicle park, etc. The only areas that we were unable to visit on day 1 were the Ship Command Centre (SCC) which is part of the Engineering Dept, and the engine rooms. This omission was rectified the next morning and whilst in the SCC we witnessed an emergency for real when the port gearbox lost hydraulic power. The staff dealt with it in a most efficient way and within 10 minutes or so, a 'normal' state was re-established. As aviators it was interesting to note that at no stage was a checklist used. We then visited the engine room and gearbox space where Past Master Mauleverer was able to inspect the stabilisers at close quarters.

After lunch we had tours and talks of the capabilities of the firefighting teams followed by the various guns and equipment of the Royal Marines, climaxing with a visit to their firing range which employs simulators to improve gun techniques and accuracy. After dinner there were several hilarious bouts of ‘blind boxing’ – a new event for most of us, where the boxers have a plastic water bottle in their natural fighting hand and a glove on the other, and of course cannot see where the opponent is.

After a slightly rocking & rolling night, we witnessed a test of the Phalanx radar guided Gatling (5000 rounds a minute) close-in weapon system for defence against anti-ship missiles. The Christmas Carol Service included some Readings...
which used amusing Royal Marine slang. At lunchtime a sight to behold near the Wardroom was the Captain sitting fully clothed in a bath wearing a Santa Claus hat to raise money for the ship's raffle. In true Naval fashion at the subsequent 'Christmas lunch', most of the ship's crew and guests were served by the officers.

After dinner on that evening there was a Wardroom quiz night organised by the RM Ops Lt Col. There were 8 rounds and neither the Air Pilots nor the Farriers acquitted themselves with distinction.

Part 2 of our gun handling consisted of firing both a General Purpose Machine Gun (GPMG) and the standard rifle from the rear sponsons. After lunch we had a second opportunity to be shown around a powered-up Merlin - it is certainly a very sophisticated bit of kit. Later we visited the Ops Room from where the battle would be fought or an exercise conducted in times of war or major operations.

On our last evening the Captain and Commander Air joined us for dinner at the end of which the Past Master Farrier and Past Master Mauleverer thanked the Captain for the very generous hospitality we had received. In reply the Captain said how important he felt it was that members of the public should see naval operations at first hand. A little later a 'reindeer racing competition' was 'run' in the hangar. Prior to this the ship's Christmas Raffle had been drawn which included prizes donated by the visiting Livery Companies - thanks are due to Assistant Dacre Watson for his offer of a flight for the winners.

Our hosts were exceptional in answering our questions, personally guiding us when we became 'uncertain of position (frequently)' and generally ensuring we had a great visit - our grateful thanks go to the whole ship's company, but in particular to Captain Steve Moorhouse and Commander Air, Commander Adie Baker. As those in Part 1 found, we were welcomed on the bridge almost all the time.

My last observation - the Farrier, who had joined the Navy with me 55 years ago and in his case served for 35 years, confided his thoughts to me one day, which echoed my own conclusions. That this is a rather different Navy in some respects to the one that he and I joined, but the overriding ethos was just the same, "Can you do X?", "well, let's see if we can accommodate you, and if we can we will" - long may it reign. There is 'less distance' between the officers and ratings without a loss of respect or discipline. Finally, fruit and veg seemed to be in short supply.

An Osprey prepares to launch

The Merlin is a very sophisticated bit of kit

After work there was plenty of 'self help' entertainment
A Story from World War Two

Master Elect Captain Peter Benn

Editor's Note. Most of the stories of flying in World War Two are about front line action and heroism in the face of the enemy. However, many lives were lost in the less glamorous environment of training, which was rushed and less structured than what we expect today due to the pressing needs of the front line squadrons. Fatal accidents were common and this story of the deaths of two Spitfire pilots is typical of that time. It is right and proper that their loss has now been properly remembered, as is described below.

On 14th September 2014 the then Master Elect, Squadron Leader Chris Ford MBE, his consort Sue, and Warden Captain Peter Benn attended a short service of dedication for a monument raised in memory of two World War Two Spitfire pilots killed in a training accident at Lower Seagry in Wiltshire on the 6th April, 1941. Squadron Leader Ford lives in the nearby town of Malmesbury, and Captain Benn lived in the village Lower Seagry for four years. In the seventy fifth anniversary year of the Battle of Britain, it seemed appropriate to recall the event. The memorial was raised and paid for by local residents and businesses at the initiative of Lower Seagry resident Martin Painter, a local businessman who became aware of the crash site when out for a run using a metal detector. The usual haul of medieval coins and debris going back centuries was, in one area of a field, replete with items such as a metal detector. The usual haul of medieval coins and debris going back centuries was, in one area of a field, replaced by aluminium and steel parts that, it became evident, were clearly from an aircraft. Further research showed it to be the place where Spitfire Mk 1a X4826 had plunged to earth and exploded following the collision that caused the accident.

Martin's research, and what he found, left him determined that the men involved in this tragic accident, Pilot Officer Harold Williams, (known as 'Sonny' and from Putney), flew his Spitfire to RAF Colerne and was joined during the day by around half of 118 Squadron who had travelled by road. The remaining pilots and Squadron personnel, including the Flight Commander of B Flight, 25-year-old Fg Off John Brewster from Yorkshire, remained at Filton and would travel to Colerne whilst also achieving much needed combat practice.

On Saturday, 5th April, Plt Off Harold Williams, (known as 'Sonny' and from Putney), flew his Spitfire to RAF Colerne and was joined during the day by around half of 118 Squadron who had travelled by road. The remaining pilots and Squadron personnel, including the Flight Commander of B Flight, 25-year-old Fg Off John Brewster from Yorkshire, remained at Filton and would travel to Colerne on Monday, April 7th.

Fg Off Brewster was in the process of being promoted to Flight Lieutenant and was described as a very skilful pilot and a popular Flight Commander. John Brewster had been with 616 Squadron (South Yorkshire) during the Battle of Britain and, as one of 'The Few', had claimed a share of a Heinkel 111 over the Yorkshire Coast on 1st July 1940. He also had two ME 109 victories whilst flying from RAF Kenley between August and September 1940. He was posted to 118 Squadron to bring that experience to the new pilots, and oversee half of the Squadron's flying as Flight Commander for 'B' Flight.

The Squadron received Spitfire Mk1a's, aircraft that had participated in the Battle of Britain and which were now being relegated to second line duties as front line squadrons received the better armed and more powerful Mk 2 variant. Daily flying for the Squadron consisted of collecting aircraft, practising formation flying and conducting aerial combat manoeuvres over the Wiltshire and Gloucestershire countryside. Squadron orders were to move to RAF Colerne in early April, then to RAF Warmwell in Dorset, then to RAF Ibsley near Southampton by the end of April. The major move was scheduled for Monday April 7th 1941, and in the preceding days the pilots at Filton were involved in repositioning aircraft and equipment to Colerne whilst also achieving much needed combat practice.

On the morning of Sunday, 6th April, (Palm Sunday), Fg Off Brewster took off from Filton in his Spitfire Mk1a X4822 and rendezvoused with Plt Off Williams flying in Spitfire Mk1a X4826. Both aircraft were fully armed. The two pilots then conducted a series of 'mock' attacks, with John Brewster's aircraft acting as the 'enemy' aircraft. During several runs, Plt Off Williams continued to break away too early and was requested to leave the break until much later. This was almost certainly a legacy of the Spitfire's armament with its 8 Browning machine guns which, to be effective, needed to have their concentrated but relatively small calibre fire brought to bear from close range, a lesson learnt from Battle of Britain experience, of which Fg Off Brewster had plenty.

This time, flying at 2,300 feet and adopting a frontal attack position, Harold Williams' Spitfire closed in too rapidly and, at a position approximately over the village of Upper Seagry, the two aircraft collided. The starboard wing of Harold Williams' aircraft, X4826, sheared off as it came into contact with the port wing of
John Brewster’s aircraft, X4822. P/O Williams’ aircraft immediately dived into the ground at the end of the bridleway to Seagry Mill, exploding in flames and killing the pilot instantly. Parts of the aircraft were found more than twelve feet into the ground, such was the force of the impact.

Fg Off Brewster’s aircraft continued on a few more seconds before finally coming down and disintegrating in Seagry Woods, killing the pilot on impact. It was evident that he had tried to bail out, but did not have time.

On Friday, 11th April, (the day 118 Squadron became fully operational), John Brewster and Harold Williams were laid to rest at St. Giles Church, Stanton St. Quintin. The funeral took place in the presence of their immediate relatives, their Commanding Officer, Squadron Leader Howell, and two fellow pilots. It was conducted with full military honours and the funeral party and band were drawn from RAF Hullavington.

As was customary at the time, the accident was not reported upon by local media in order not to divulge anything of value to our nation’s enemies, particularly details of the loss of service aircraft. In the middle of a World War, the loss of these two men was seen as a service accident and the consequences dealt with within a week.

This sad reality, that came from the discovery in the midst of a small Wiltshire village of a previously all-but forgotten incident, prompted Martin Painter to set about creating a lasting memorial to these two young men and their sacrifice. The stone cairn that now stands next to the road close by the crash site bears a plaque with the names of the airmen and a brief description of the event. It is approached by a small stone path and flanked to its right by a flagpole flying the Union Flag. The memorial represents the work of Martin, local businesses and people in the community determined that such a loss should not be left unmarked. A serving Army General has said recently that the act of remembrance is the most important thing we can do, and now these young men who were at the threshold of their lives are commemorated beyond the Common-wealth War Graves Commission headstones that stand by their graves.

Harold Williams’ second cousin, Lorna Heads, now aged 79 and living in Swindon, remembers that he raced cars and played the violin. She came to the service of dedication for the memorial, as did relatives of John Brewster. Several residents of Lower Seagry remember the crash to this day and were also present, as were many local children, for whom war is a thankfully barely understood concept. A crowd of several hundred people assembled to hear a short service conducted by a RAF Chaplain from RAF Brize Norton and join in singing the hymns ‘Guide Me, O Thou Great Redeemer’ and ‘I Vow To Thee My Country’, concluding with The National Anthem, accompanied by a local brass band. The Royal British Legion Standard Bearers lined the short path to the memorial, and serving officers from RAF Brize Norton and nearby Buckley Barracks, (a Royal Logistic Corps base), as RAF Hullavington is now called, were present in uniform.

After the Exhortation ‘We Will Remember Them’ and before the Kohima Epitaph was read, (‘When you go home, tell them of us and say, for your tomorrow, we gave our today’), the ‘Last Post’ and ‘Reveille’ were played on a single bugle. At the precise interval between the two, at the conclusion of the short silence, Past Master Dick Felix and a colleague flew past the site in formation in two Hornet Moth aircraft, representing the Tiger Moth machines on which both men would have trained as pilots. The Gypsy Major engines filled the silence with a familiar cadence, and their measured progress across the sky was more than poignant.

At the end of the service of dedication and wreath laying from family members, the Mayor of Swindon, the local MP James Gray, the Mayor of Swindon and the Deputy Mayor of Malmesbury, there was a ten-minute display by a Spitfire. Who flew it and which aircraft it was mattered less than the precision and verve of the display itself. It was as vivid a testimonial as there could be to two men who had chosen to defend their nation and its values and who did so in such an iconic machine.

Those who have had the privilege of meeting large numbers of World War Two veterans all remark on their cheerfulness and stoicism. At the sixtieth anniversary of the D Day landings in Normandy, one British veteran said that they all knew that, until Germany and her allies were defeated, they could not get on with their lives. Faced with such a clear-cut obligation, men such as Fg Off Brewster and Plt Off Williams came to fight their war in a machine many describe as beautiful, but which was a product of an existential threat to our way of life. All those thoughts came to mind as the aircraft arced overhead in perhaps one of the best solo displays of the type I have ever seen.

The way of life those two men defended that day by the act of training to fight as realistically as they did carries on, even adjacent to the churchyard in which they now lie. On the day I went to take the photographs that accompany this article, it was weekday, mid-morning. Children from the local Church of England Primary School beside the churchyard were out in the playground receiving a games lesson. The simple values and straightforward tolerance of such a school reflect those of the country they fought to defend, and which, thanks to them and the hundreds of thousands like them who died, have endured in the years since then. The memorial stands as a reminder that even to train for war carries great risks, that to do so is a noble cause and that such sacrifice may yet be needed again.

We Will Remember Them.