Diary

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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: Air displays in the UK are under threat as at no other time. Here a German Extra displays (aggressively low) in Austria. Photo by the Editor.
A message from your Editor...

Those of you privileged to have flown the De Havilland Chipmunk will know that the view in the landing phase from the front is let’s say vintage, and from the back seat very poor indeed. I feel as though I have been taken back in time and flown a few circuits as a 14 year old cadet in the back seat (pushed up a little by a seat parachute, but still with poor vision). Normally when a QFI hops out to wave off his student for a first solo, he manages to dazzle the student with a fixed steely gaze, designed to instill confidence in the latter. This time, Tom Eeles, an A1 QFI and ex-OC Examining Wing of CFS, no less, hopped out of the metaphorical cockpit with a look of unalloyed joy! This student is beginning to wonder what he has let himself in for…

Tom has done a wonderful job with Air Pilot, and its predecessor – I hope to maintain his high standards. As ever the quality of the content depends not on any editor, but you, the membership. I will continue to welcome articles from all corners of the globe and all facets of our wonderful profession, industry, and sport. The challenges that we face never seem to diminish, but then thankfully, neither do the opportunities!

Thank you Tom: I have control (I think)!

Paul Smiddy - Editor
THE VISIBILITY OF AVIATION

Events are conspiring to reduce the visibility of aviation to our youth, and therefore suggest aviation, overtly or subliminally, as a career or pastime. Back in the day, one could rarely travel up the A1 without encountering several low flying military aircraft - that caused at least this writer, in his youth, to have a lust for the skies. A combination of a dramatic reduction in airframes, and a shift to synthetic training, means that the skies over many parts of the UK are now rarely blessed with military hardware. For those youths that have already made a modest commitment to the RAF, air experience flying and gliding within the Air Cadet movement have been dramatically curtailed due to lamentable management of airframe issues.

In the civil sphere, flight deck visits are but a distant memory. Airfields around the UK are under threat of closure at a rate rarely seen, the common thread being the financial opportunity offered by housing development. Bournemouth, Wellesbourne Mountford, Long Marston, Halfpenny Green, Dunsfold, Nottingham, Panshanger, Plymouth, are just some to come to mind. Defence Estates continues its sell-off of redundant MoD airfields (including Wyton, Hullahvington, Alconbury, and possibly Mildenhall). This will all leave swathes of our country bereft of licensed airfields, and opportunities for students to learn at a field within easy reach. The West Midlands looks particularly badly affected.

Finally, that very popular pastime - spectating at airshows - is also under threat as never before. The CAA has issued CAP 1371 in response to last year’s Shoreham tragedy, which will make life significantly more difficult and expensive for display organisers and practitioners. A doubling of its fees is set out in the accompanying CAP 1373B. The situation is still in flux - see below; the Company has several senior members involved in management within the Air Show industry, and we hope to cover the topic in more detail in the next issue. In any event, the activity of showcasing aviation to young potential pilots looks to be on a declining scale.

If not a perfect storm, we are facing a chill wind indeed. This depressing list of pressures means it behoves Company members to advocate aviation as never before, even if it is simply a case of offering a trip to a neighbour’s child.

THE CAA POST-SHOREHAM

On March 4 the Company, in conjunction with the British Air Display Association, issued a press release condemning the assertion by the CAA’s chief executive, Andrew Haines, that the air display community had been unhelpful and reactionary in relation to the CAA’s recent changes to the regulation of air displays. It pointed out that Haines had enforced cuts to departmental budgets such that the CAA was no longer capable of properly overseeing the air display industry. It deplored the lack of consultation before the recent changes and concludes:

“The intemperate and irresponsible approach by the CAA suggests that these rushed measures are not driven so much by a desire to enhance air show safety as to pre-empt any criticism of the CAA which might arise from forthcoming enquiries. Accordingly, we call upon Mr Haines to retract his criticism.”


THE RAF IN THE MIDDLE EAST IN THE INTERWAR YEARS

Air Britain has recently published another book by Freeman Vic Flintham: Truculent Tribes - Turbulent Skies, the RAF in the Near & Middle East 1919 - 1939. This is based on the photographic archive created by the late LAC Ted Wilkins, bequeathed to Vic by Ted’s daughter. The RAF’s campaigns in this region in the interwar years have generally received less attention than the two world wars, but are now subject to greater scrutiny. See also last year’s Wings of Empire: The forgotten wars of the RAF, 1919-1939 by Barry Renfrew, from the History Press.

Vic’s book has the detail typical of an Air Britain title, but gains its strength from the unique nature of the underlying picture archive.

The price of the book is £52 to non-members of Air-Britain Trust, but the Trust board has agreed to a cost of £34.95 to Air Pilots members. If you would like to take advantage of this offer, please email Vic at vf@flintham.org.

Vic is the speaker at the forthcoming meeting of the Company’s Luncheon Club: his subject is, I am told, at this stage a secret!

CLASSIC JETS GROUNDED

Freeman Ken Lyndon-Dykes is understandably exercised by the Mandatory Permit Directive issued by the CAA on 16 February this year. It applies to aircraft equipped with the following engines:

- Rolls-Royce Avon, Viper, Derwent, Nene, Goblin and Ghost, the Motorlet M701 and the Ivchenko AI-25.

Ken (who operates Vampire, JP and Strikemaster aircraft from North Weald) writes:

“At first sight the MPD seems reasonable, after all safety is important to us all; however this will at a stroke ground Vampire, Hunter, Strikemaster, Jet Provost, Meteor, Venom, L29, Sea Vixen, Canberra aircraft. This will see empty air shows and the grounding of most vintage jets. What at first looked like the replacement of a piece of rubber is in fact the whole fuel system including HP and LP pumps. These parts are simply not available with the history of documentation demanded, there has not been an incident involving a failure of these items. The CAA needs to reconsider the terms of this MPD and to give such a short notice without consultation is poor practice.”

Thanks to Vic Flintham for his input.
**10 SQN BOOK - FROM BROOKLANDS TO BRIZE**

The series of 100 year anniversaries of RAF squadrons has given a great opportunity for recollection, reflection and nostalgia. Upper Freeman Captain Richard King brings to our attention a tome commemorating the centenary of 10 Squadron, on which he flew the VC10 prior to his airline career. He is the joint author of *From Brooklands to Brize*. The hard-backed, glossy covered book runs to 344 pages, and has a specially designed and painted cover, drawn by the eminent aircraft and wildlife artist Mandy Shepherd.

Please refer to the squadron association’s website [www.10sqnass.co.uk](http://www.10sqnass.co.uk) for information as to how to obtain a copy (the cost is £25 + £5 p&p).

**NATIONAL MUSEUM OF FLIGHT**

This museum at East Fortune in Scotland has reopened after extensive refurbishment. Two nationally significant Second World War hangars have undergone a major £3.6 million restoration and redevelopment. Built in 1940-41, they now house an array of world-class military and civil aircraft, alongside interactive displays and films. The stories of those who piloted or flew in the aircraft are related through adjacent displays featuring uniforms, documents and photographs.

One hangar displays military aircraft, including a Spitfire, an English Electric Lightning and the oldest surviving Harrier. The other displays smaller commercial and leisure aircraft dating from 1969 onwards including a BN Islander and a Scottish Aviation Twin Pioneer.

Congratulations to Past Master Robert Pooley on the award of his MBE.

**ERRATUM!**

The previous Hon. Editor, Gp Capt Tom Eeles, would like to make an apology for an error that crept into the last edition of Air Pilot. He pleads guilty to over-promotion! In the article on the Air Cadet anniversary, he mistakenly referred to Carol Vorderman as an (honorary) Air Commodore, when she is in fact an honorary Group Captain. The Honorary Air Commodore of the Air Cadets is of course now the Duchess of Cambridge. We hope this has avoided a trip to the Tower for Tom.....

**ADMISSIONS**

**As Upper Freeman**
- Captain Colin BREMNER
- Captain Mark CHESNEY
- Captain Harold Greenlaw FOXTON (AUS)
- Captain Ian MOORMAN
- Peter William NORRIS
- Squadron Leader Christopher Treharne SEAL
- Patty Rosalie WAGSTAFF (NA)

**As Freeman**
- Trevor BAILEY
- Richard John BIRD
- John Strickland DENNIS (AUS)
- Gregory James HOOD (AUS)

**As Associate**
- James VERBURG

**REGRADE**
- To Livery
- Peter John COX

**REINSTATED**
- To Upper Freeman
- David Geoffrey WILSON (AUS)

**DECEASED**
- Colin ANDERSON
- Eric “Winkle” BROWN
- Nigel HUMPHRIES
- John MITCHELL
- Eric PRITCHARD
- Albert WIGGINS (AUS)
- Barry WOODHOUSE

**RESIGNATIONS**
- Anthony BELLAMY
- Grahame HATTAM
- Wilfred “Fritz” JOHL (OS)
- John Li (HK)
- Andrew POTTER

**FORFEIT ALL BENEFITS**
- Eloise READER
Growing up on a farm in Kent not far from Biggin Hill, the golden era of Jock Maitland’s airshows in the Sixties and Seventies ignited Peter’s enthusiasm for flying. His first step, as for so many, was to join the RAF section of his school’s Combined Cadet Force. After a move to Devon, enthusiasm was sustained by visits to Plymouth’s Roborough airfield for CCF trips in the AEF’s Chipmunks. Further impetus came from flights at the gliding club at Perranporth in Cornwall - towed up behind half a mile of piano wire hauled by an old Jaguar four-litre saloon to be launched into the ridge lift over the cliffs in a Blanik glider.

In 1976 Peter took his first long-haul trip - to the United States (in its Bicentennial Year) in a Freddie Laker Skytrain to meet step-relatives, particularly George Hodges, who became Peter’s lifelong flying inspiration - see box.

Leaving school in 1980, Peter went to the renowned Oxford Air Training School for his long-saved-for PPL course. “The Piper Tomahawk proved a steady (if unspectacular), steed and my first solo was a day I shall, as every pilot does, remember for the rest of my life.”

When at London University his CCF experience helped him join the University Air Squadron. “Every day of my working life” Peter blesses those who had the foresight to create the Air Cadet and University Air Squadron systems. The power of aviation to change and enhance young lives is one of his passionate beliefs.

It was a privilege to become a member of the University of London Air Squadron (ULAS). His time there had profound implications for the rest of his career. As well as acquiring friends for life, he managed to accrue some one hundred and twelve hours flying on the Bulldog T1, gaining his ‘Budgie Wings’ (Primary Flying Badge), and Preliminary Instrument Flying Grading. It seems clear he hugely enjoyed those two years on ULAS. “Would that I had put in my papers for Service flying then.”

Peter’s timing, however, was bad: there were few if any jobs for arts graduates in the recession of 1984, and little prospect, it seemed, of ever joining an airline. As an interim measure, and to keep his options open, Peter did a law conversion course at Bristol Polytechnic. A year’s very hard work produced a pass, so Peter applied to the RAF, to be told his eyesight was fractionally below the current pilot standard, making joining as a GD pilot impossible. A crushing day.

He escaped to France, to the small town of Nancy, where university friends were doing language degrees, and became a Stagière Avocat, (trainee lawyer), by day, and teacher of English as a foreign language by evening.

One year later Peter enrolled on the Bar Final course at the Inns of Court School of Law. His subsequent graduation (and call to the Bar) coincided with the appointment of the former head of the legal profession in Scotland as Lord Chancellor to head the profession in England and Wales. This unprecedented move, given the long historical differences in the two legal systems, came with the brief to merge the legal profession and end the Bar as a separate profession. Hardly an auspicious time to look to become a young barrister…

By now he had begun to fly at the Tiger Club (then based at Redhill in Surrey). The immortal Tiger Moth, G-ACDC, together with patient instruction, took Peter to first solo. Here the then Guild of Air Pilots entered the equation. One of the pilots at the Tiger Club was Past Master Captain Clive Elton. It was Clive who gave Peter the intelligence that British Airways did not have a copilot under thirty-four, so long had they not recruited. He put it simply:

“If you have a licence, you have a chance to get in, if you don’t, you won’t”.

The prospect of a legal career was set aside: Peter wrote to the CAA to ask if they would reduce the mandated hours for a CPL-IR approved course in
view of the training on the UAS. On receiving a positive response, he applied to Oxford Air Training School.

After graduating from Oxford in November 1988, he joined BA in March 1989, to fly the Boeing 737 fleet at Heathrow. Clive Elton’s advice had been both timely and critical.

He enjoyed flying the analogue B737-200, including catching the end of the Berlin base, flying four sectors a day around Germany, and using the corridors across East Germany to Berlin’s airport designed for aircraft of a different era. These early years passed quickly.

Whilst still flying at the Tiger Club, Captain Clive Elton mentioned the Guild to Peter, and asked if he had joined. Recruitment was swift, and he became a Freeman on September 12th, 1991. It was put to him that the recognition that the Guild afforded the profession was a way of defending it: Peter firmly believes in this ethos, as a few ever-more strident airline executives decry pilots as a necessary evil, rather than a critical feature of the whole operation.

In April 1992 Peter added a type rating on the Boeing 737-400. In June 1994 he started circuit training at Shannon on the A320. He flew this type until 1998, having joined Flight Standards at BA in 1996. Apart from the BA fleets, the audit team were tasked with looking at an ever-expanding portfolio of airlines outside BA which the then new Chief Executive was intent on buying. His last audit was the Concorde fleet – which he had already successfully bid to join.

Concorde ground school was a return to Bristol, and long days and evenings at Filton (enlivened by the crew hotel burning down). The course photo showed Mike, one of the Flight Engineers, with a cigarette lighter, surrounded by his colleagues, with the ruins of the burnt out hotel in the background. Course name? ‘The Afterburners’…

The simulator course was lengthy, but Peter will never forget the day of his first flight: pouring with rain, low cloud base, howling cross wind. As he puts it: “Pure power, sheer elation, utter excitement: what can ever adequately sum up the emotions of that first reheated take off in a supersonic airliner? We shot into cloud. Reheats off. Radar vectors led us back downwind and below the cloud base. Around the finals turn, and into the flare. Round we went for another circuit in the pouring rain, this time using dry (un-reheated) power for the roller.”

The logbook entry reads: x1 reheat takeoff, x4 touch and go, x1 full stop, runway 24. Wind 300/15 gusting 30. Cloud base 1500’. Every single moment of that flight was etched into his memory. Our new Master was the luckiest, happiest man in aviation that day!

His first New York trip was on 24 February 1999 with Captain Mike Bannister in command. Three hours and fifty minutes, with a manually flown ILS to runway 04 right at JFK with 77 passengers onboard. The magical days stopped barely a year later when Air France 4590 crashed at Gonesse. Peter was not to fly Concorde again until 28th December 2001. He fully recognises the immense effort made by both BA staff and the manufacturers to return Concorde to flight.

During this Concorde interregnum Peter flew the B777 briefly; his Concorde career ended on her penultimate day in airline service, doing a supersonic ‘Round The Bay’ into Cardiff from Heathrow. On reaching 60,000 feet and Mach 2 on the second sector back to Heathrow, looking at the once-familiar deep azure blue shading to black above, there came a very poignant realisation that this was something he would never see again in his lifetime.

A successful bid for the Boeing 747-400 meant a return to BA’s Cranebank Training Centre, and a new route structure as well as aircraft – hard work on the combined conversion and command course. Peter flew his first sector as Captain on April 8th, 2004, back to a by-now-familiar JFK.

In 2006, Peter became an instructor on 618 Volunteer Gliding Squadron (VGS), at RAF Odiham, teaching Air Cadets to fly the Grob 109 (Vigilant) motorglider. But diagnosis of a serious illness came out of the blue. Surgery and subsequent treatment required three years on the ground, and BA’s policy for a return to work was two – Peter had to leave both BA and 618 VGS.

Having joined the Royal Naval Reserve (RNR) in 1993, Peter could fortunately work more or less full time for the Navy for those long years on the ground. He joined the team preparing for the centenary of Naval Aviation; later working for the Fleet Air Arm on media issues, as well as aspects of Carrier Strike as the country began the process of building the two Queen Elizabeth Class aircraft carriers. After those projects Peter worked for the European Union Naval Force in Djibouti, Nairobi, Mombasa and in Northwood, on media aspects of anti-piracy activity. This was a long way from the RNR he had joined, having trained as a navigating officer on the reserve’s own River Class minesweepers. Peter remains in the RNR.

2010 brought a return of a Class One
medical, and so Peter is in consequence anxious that the CAA maintains an in-house medical team able to re-certify people who have had a medical issue. (Editor's note: the news that the Gatwick Medical Centre is to close may be viewed as unhelpful in this context!).

Peter joined Global Supply Systems, (GSS), in January 2011, flying the Boeing 747 again, this time the -400 freighter variant. A varied route structure, international crews, and conversion to the -800 freighter made for interesting and absorbing flying, and it was a shock when the company was closed down, just as progress up the seniority list made another command a realistic prospect.

Fortunately Boeing UK recruited Peter at Gatwick to train to teach in the flat panel trainer for the B787 'Dreamliner'. He remains on Boeing's instructional books, and is very grateful for the chance to stay in touch with professional aviation. Peter also now flies part-time for a private operator in the UK. He owns a light aircraft, and still glides when possible (having once owned a Slingsby Skylark Two).

Peter approaches the role of Master as an ordinary line pilot with the aim of helping to represent our industry and to make the case, both within and beyond the City, for its legitimate needs to prosper. He is very conscious of the need to create sufficiently rewarding and respected careers to attract our young aspiring pilots.

Peter's naval experience has fired him to help make the case for defence, and to sustain our country's leading role in military aviation. He laments that defence featured not at all in the UK's last General Election, yet we are living in an increasingly unstable world, where a rules-based international order seems to be eroding by the week.

It is clear that Peter is excited by the year ahead, and, in his words, "the immense privilege of being Master of this Honourable Company". The Company, in turn, is looking forward to Peter bringing his broad experience to bear on our efforts.
Peter describes his aviation inspiration:

"George Hodge joined the United States Navy as an Ensign in World War One, determined to fly. A kindly and upright American of an altruistic disposition entirely characteristic of the United States of his generation, he was by then almost blind. Every evening we would paddle the old canoe out onto Lake Angelus in central Michigan and fish, where he would tell me quietly about his wartime career. Early instruction was in the Curtiss Jenny, with the goal being to pass a flight test consisting of taking off on floats, climbing in a spiral to a set height, cutting the motor and then gliding back down to land within a prescribed distance of a float marker. On passing this, much navigation instruction ensued, to be put to good use because he was then posted to the Eagle Squadron at Killingholm on the Humber Estuary, to fly flying boats on anti-submarine patrols over the North Sea.

By then WWI’s Blitz was under way, with Zeppelins attacking London and the East Coast with near impunity. Or not entirely: seeing one pass overhead whilst on patrol over the North Sea, George and his crew jettisoned almost everything they carried to climb after it, firing from their machine guns in an open turret ahead of the pilots. Equipped with tracer rounds, they were sure they scored hits on the raider. Next day saw reports of a Zeppelin down in Holland, but with no independent corroboration they could not claim it as a 'kill'.

Aircraft of the time were frail: 'Port Baby', as it was called with some irony, was a large biplane with two wing-mounted engines. George was tasked with a training flight for a pilot having problems after a previous crash. The aircraft’s engines failed near the water and it too crashed, bursting into flames. Thrown clear, George dived under the burning fuel on the water and swam back into the wreckage to extricate his trainee, for which he won a gallantry award but remained scarred for life.

Another day, another crash and the aircraft was sinking in the freezing mid-winter's waters of the Humber. The Royal Navy dispatched a rescue tug. George swam back to the aircraft and wrapped a hauser around the engine pylons, allowing the aircraft to be dragged back to the shore. On seeing this, the resident Royal Navy Dreadnought asked him aboard, cleared the lower deck and invited him to carry out ‘rounds’ (a ship’s inspection), as a mark of respect for an ally. For an Ensign, (the lowest rank of officer in the US Navy), this was a privilege he never forgot. He asked me to promise him that, when I came back to America, I would fly over the boathouse on the lake in an aircraft on my own. I made it in 1980, and his widow was there to see me, but he had passed away. George was a brave, decent, quiet American and Naval Aviator, and remains an inspiration to me to this day."

The Master’s Message

Peter Benn

Editorial needs mean that I am writing this first message whilst still Master Elect which gives me the opportunity to thank The Master, Squadron Leader Chris Ford MBE and his Lady, Sue, for their service to our Honourable Company this last year, and for their personal advice and support to me. I would also like to thank the Immediate Past Master, Dorothy Saul Pooley, for her advice and support, and congratulate her for all she has done to promote the cause of, and raise the profile for, women in aviation.

Every new Master must feel a sense of great privilege at the prospect of representing our Company, and through it aviation as a whole to the City and beyond. There is much to say. The moment one begins to take something for granted is the moment you start to lose it, and in my view aviation has, at so many levels, been taken for granted in the UK for a long time. This applies across the spectrum, from Air Cadet flying to GA and instruction at Flight Schools to the Airline Industry and to Defence aviation.

At a grass roots level, in the Seventy Fifth anniversary year of the Air Cadet movement, the 'operational pause' in Cadet flying has now gone on for some two years, with little outward sign of a resolution. This ought to change. The Air Cadets and Combined Cadet Force (RAF) which gave so many their start in aviation, builds the qualities we seek in young people, instils 'air mindedness' (a perhaps quaint but effective term), which is to say they ignite and sustain an often lifelong understanding and support of aviation. Flying is the draw that brings Cadets into the Corps and adds greatly to their motivation to belong. I have had the chance to ask the Lord Mayor about this, himself a strong supporter of the Sea Cadets, and will report what his team can find out.

General Aviation has benefited from the 'red tape challenge' and credit is due to the CAA for their willingness to embrace this initiative. That does not mean that proportionate regulation is breaking out across the sector. The IPM herself has campaigned for recognition that flying schools need appropriate levels of compliance oversight that enable them to function at a profit. If they cannot, yet another entry point to aviation is choked-off and we set off down the path where aviation becomes an ever less understood and accepted part of life and numbers decline, as is being seen in the United States.

Intense pressure for housing space means many general aviation airfields are seen as prime development land – Plymouth's former Roborough airport where I flew as a CCF (RAF) Cadet is a case in point. We have to make the case for regional airfields as vital parts of the economic infrastructure of our country, and for charging structures for those who use them that recognise that GA is not a milch cow that can be bilked for unrealistic operating fees.

In the airline sector, the need for runway capacity in the South East has been evident for years. If a government appointed commission makes a recommendation, only for the government that appointed it to then
stall on implementing it, one would be forgiven for thinking there may not be too many more volunteers to sit in such commissions again! This must change. Competitor airlines in Europe and beyond are simply taking away business from UK airlines. We must enable the growth and jobs agenda our country absolutely needs by the provision of adequate infrastructure to support it, at a realistic price that airlines can afford to pay. It should be borne in mind that the railway sector continues to enjoy a 'festival', (for want of a better word), of public subsidy, in direct contrast to aviation.

Likewise air passenger departure tax. Airline emissions can only be treated as a global issue, as the EU found out when attempting to impose a regional solution. Any other approach hands a massive competitive advantage to those outside the proposed tax area and simply penalises the airlines concerned against their competitors.

www.ec.europa.eu under 'climate change' states the following:

There was an: “agreement by the International Civil Aviation Organization (ICAO) Assembly in October 2013 to develop a global market-based mechanism addressing international aviation emissions by 2016 and apply it by 2020. This agreement followed years of pressure from the EU for global action”.

Surely this should form the basis for global action and supersede a unilateral and thus highly prejudicial national response. Such reductions in APD as there have been are welcome, scrapping it would be the best outcome.

Airline pilots need a safety culture that is genuinely 'non-jeopardy' to deliver the level of safety that the travelling public expect, and this applies in the flight time limitations, (FTL), arena as well. EASA FTLs enable increased duty days, greater time on standby, repetitive early starts and enhanced long haul flying without a third crew member. The 'self correcting' element of the scheme is the Fatigue Risk Management System, (FRMS). It is essential that pilots be able to report fatigue, and that the companies react to the reports they receive, in designing roster patterns. Such reporting absolutely has to be 'jeopardy free' as a part of an overall 'just culture' within airlines. Is such a culture already established? The Air Pilots, through the technical committees, are looking at fatigue and aiming to produce a definitive piece of work covering this topic.

In defence aviation we are, thankfully, coming towards the end of capability gaps where critical areas such as maritime patrol aircraft and carrier strike are to be re-started at last. Defence needs people to sustain those capabilities, and when they are axed careers are terminated and the capabilities themselves only sustained by intense cooperation and support from allies. In future, surely the way ahead should be to maintain some capability in vital sectors and build back from there.

Every member of this Honourable Company can be, and so often is, an advocate for these cases to those around them in positions of influence, such is the long tradition of service to our company and our industry amongst our membership. Please carry on doing so. Talk to and write to MPs, local councillors, and planning officials, mention the Air Pilots and your membership of our organisation, and copy the office into these letters and we will work across the spectrum of aviation bodies with you to enhance our cause. I am certain it makes a difference.

Our voice as an organisation carries considerable influence, and we aim to enhance that through the new committee structure which enables remote conferencing and new ways of working to draw on the massive expertise of all of our diverse membership. We will produce definitive, objective work to support the cases we make, we will continue to reflect the commitment and dedication of those in our industry through the outstanding trophies and awards process, and we will remain a place where the excellent visits team enable us to see beyond our own 'stovepipe' into the professional worlds of others, among them our many and diverse affiliated units who host us so magnificently.

The flying club carries on the outstanding programme of activity that makes flying a light aircraft such fun, and our Livery and Trophies and Awards dinners continue to project the cause of aviation into The City and beyond.

Uniquely perhaps for a City Livery Company, we also have the international perspective provided by our regions: Hong Kong, Australia, New Zealand and North America, who bring so much to the depth and relevance of our outlook.

All of this is run for us by the outstanding staff at the Air Pilots who manage a superb organisation at the guidance and direction of the Court: please ask others in our profession and in recreational aviation to join us at www.airpilots.org, and consider running for office on the Court yourself if you can.

I would like to take this opportunity to thank two people who have given great service to the Air Pilots, and to the Guild before that. Pat Turvey has worked for our organisation since Past Master Chris Hodgkinson was in the chair, and has seen no less than six clerks and, myself included when the time comes, twenty-one Masters! Her long record is one we greatly appreciate, and I know that I and others will miss her quiet presence taking shorthand notes of GP and F and Court meetings and bringing order to the minutes. We all wish her well in retirement.

Group Captain Tom Eeles has edited 'Guild News' and then 'Air Pilot' with absolute distinction for seven years and has in that time produced forty-two editions of the magazine, the public 'face' of our organisation, widely read across UK aviation. The standard is superb and his patience with contributors, skill in production and dedication to the task superlative: it is in every respect a professional production. Our sincere thanks go to him for all of his work, and our good wishes to his successor, Liveryman Paul Smiddy.

For my part, I have enjoyed my aviation career and light aviation immensely and see this Honourable Company as a way of defending and advancing the opportunities it has brought to me and to so many of us. I am looking forward to the great privilege of the Masters' Year ahead, and to reporting back on the progress we achieve in making the case for aviation in the United Kingdom and our afflicted regions.
Profile of the new Warden
Captain John Towell FRAeS

By the Editor

John's passion for flying was first evident in his boyhood interest in model aircraft. At Reigate Grammar he joined the RAF section of the CCF and flew for the first time in a Chipmunk. This led to the award of a RAF flying scholarship and PPL before learning to drive a car at age 17. A year later he had the difficult but lucky aviation career choice of that era: either to join the RAF or go to the College of Air Training at Hamble. His successful 37 year career with BA was tinged with the occasional thought of what might have been had he joined the Air Force!

He started flying with BEA as a Second Officer on the DH121 Trident. Over the course of his BA career he flew short haul, charter and long haul, and spent over 20 years as a trainer. His first training appointment was as IRE / TRE on Classic 747s whilst still a First Officer. This experience stood him in good stead when promoted to Training Captain on the Tristar. This fleet had great variety with a mixture of mainline BA routes and Caledonian Airways charter flying and as well providing the opportunity of working as a part-time Training Captain for the RAF all in the same month.

After returning to the 747 as a Training Captain, John joined a team designing and presenting non-technical behavioural skills courses for pilots. This was tasked by the Flight Operations Director with the challenge of halting the slide evident within the industry of pilots becoming marginalised and being seen as just “engine drivers”. John believes it is still important today that airline pilots are viewed as the leader and manager on board, and that they understand the customer and the business and not just operational issues. He believes his most rewarding times in BA were the many years spent as Training Standards Captain on both clockwork and glass 747 fleets - a very interesting and challenging role on his favourite aircraft.

As a complete contrast from flying airliners, he spends hours with a group maintaining and flying a vintage Tiger Moth that was built by Morris Motors in 1940. He notes that flying for thirty minutes in the Tiger seems to consume more oil than a 747 uses to fly to Australia!

Within the Air Pilots John has been a trustee of the Benevolent Fund for some years. He is a member of the Aviation Careers and Education Committee (ACEC). Working with Livery Schools Link, the Air Pilots have helped to establish the annual Livery showcase which helps students with careers choices. John has been managing the Air Pilots London Schools gliding for three years and overseen significant growth in the number of beneficiaries. Several other Livery Companies have joined the Air Pilots in support of their affiliated schools, thereby increasing our influence within the Livery movement. John takes great pleasure in meeting the students and scholarship winners.

John sums up his view of the Company: “I was fortunate to have been a professional pilot from the age of 20 and in my retirement being a member of the Air Pilots means a great deal to me. I have benefitted during my life from support from others to follow my dreams. I now enjoy putting something back to help others achieve their potential”.

Profile of the new Warden
Captain John Towell FRAeS

By the Editor
The Company’s Annual General Meeting
7th March 2016

By the Editor

The start of the Company’s 87th year saw Captain Peter Benn installed as Master in succession to Squadron Leader Chris Ford, who now becomes Immediate Past Master. Peter has had, and continues to have, a very varied aviation career, which is fully described in the profile to be found on page 6. Warden Chris Spurrier was elevated to Master Elect, and Assistant John Towell (see page 11) has been elected as a new Warden.

Usually the Company’s robes are viewed by wearers as an overheating encumbrance, but they were valuable armour against very wintry weather on March 7th as the old Court processed from Merchant Taylor’s Hall in Threadneedle Street to the Annual Service in St. Michael’s, Cornhill. The service for Company members and their guests was conducted by Honorary Chaplains the Venerable Ray Pentland and the Rev. Dr Peter Mullen, together with St Michael’s Rector, the Rt. Rev. Dr. Stephen Platten. The choral music was to St Michael’s usual very high standard.

The guests were afterwards treated to a very insightful talk by Paul Jagger about how one becomes Lord Mayor of London (clue - a very healthy bank account is a *sine qua non*!). Members assembled in the parlour of Merchant Taylor’s for the Annual General Meeting and Installation ceremony. Master Chris Ford presented his annual report, which had already been circulated (and which can be found on the Company website). This gave some flavour of his busy and very successful year.

The Hon. Treasurer, Liveryman Nick Goulding, presented his report and the financial statements for the year to 30 September 2015. “The Honourable Company’s financial result for the year ended 30 September 2015 was a satisfactory operating surplus of 6.6% compared with 4.5% in 2014. These percentages were after adjusting for the one off Royal Charter and change of name costs in 2014 and for a significant windfall donation received in 2015. Fees, quarterage and Livery fines in 2015 were at a similar level to 2014 while investment income rose by a very satisfactory 13%, due in part to a larger portfolio. Total operating income in the year was almost 34% higher than 2014, although all but 3% of the increase was due to a windfall donation.

Expenditure in 2015 was some 3.7% lower than the level incurred in 2014, but this improvement was largely due to the exceptional Royal Charter and change-of-name costs in 2014. If these costs were excluded, there would have been an increase of approximately 1%.

In addition to the operating surplus, the Honourable Company also benefited from realised and unrealised capital gains on its investment portfolio, which, net of tax provisions, amounted to 6.4% of total recurring income (2014 8.6%). These gains were reflected in the Honourable Company’s investments which had increased in value by 18%, due in part to additional liquid funds from the donation being invested. As a result of this, the balance sheet at 30th September 2015 indicated that net assets increased in the year by 11%. The financial result for 2015, a year which had benefited from a large windfall donation should be considered to have been very satisfactory.

The Treasurer indicated that, while the Honourable Company’s budget for 2016 envisaged a modest operating surplus in the absence of any special donations, and before taking into account any investment gains or losses, a degree of caution should continue to be exercised in anticipating the potential out-turn. Regular monitoring of income and expenditure against the budget would remain important throughout the year so that appropriate action could be taken if it became necessary. Similarly, the performance of the Honourable Company’s investment portfolio, which had not been immune from the recent
The IPM describing the finer points of his flying technique

Our unretiring Beadle with the retiring Pat Turvey

The Master, Immediate Past Master, Master Elect, the Wardens, Learned Clerk and Beadle

The glorious interior of St Michael's
turbulence in capital markets, would require careful monitoring.

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

The results of the Court Elections were announced: Liverymen Gp. Capt. Simon Brailsford, Captain David Singleton, and Paul Smiddy were elected; Sqn. Ldr. Nick Goodwyn and Captain Dacre Watson were re-elected. Immediate Past Master Dorothy Saul-Pooley gave plaudits to Chris Ford (in both prose and verse!), praising his “quietly authoritative” style, his effective management of Court business, and his entertaining programme of social events.

The new Court was sworn in, the appointments of the Company’s Honorary Officers were confirmed, and the new Master, Captain Peter Benn, was installed. After the AGM and Installation, the new Master and his wife Christine, greeted members and guests at a champagne reception before a supper in the Great Hall.

In his first speech, Master Peter Benn thanked the IPM for his sterling work, and all the permanent staff, in particular Pat Turvey who was retiring after having served twenty-one Masters and six Clerks - endurance indeed! He also noted with gratitude the very valuable work done by Gp. Capt. Tom Eeles, who had edited this magazine since April 2009, producing 42 editions.

Peter described how the initial inspiration for a piloting career had come from attendance at air shows (see the Master’s Profile), and that one of the Company’s main priorities now must be to defend the air show industry from regulatory strangulation. He averred that there must be “proportionate response” to the tragic events at Shoreham last year. In a passionate speech he said that the Company should reassert the case for aviation in Great Britain. “We are the leaders in fostering the next generation to become involved in every aspect of aviation, and we must therefore sustain their careers and the industry that has made us all what we are”.

The Master gave thanks to all those members of his family who had provided both inspiration and support through his career, and to Past Masters Elton and Owen for their spur to his present position. Peter told the members that his chosen charities for the year would be...
Scare stories about the looming dearth of qualified ATPLs to man the world's fast expanding fleet of airliners are a frequent feature of newspaper articles. Recent reports have even suggested there could be a shortage of some 500,000-plus in 20 years' time, begging the serious question of where will we obtain the next generation of pilots?

One British company that is playing a major role in seeking to fill that gap is CTC Aviation, one of the largest suppliers of qualified aircrew to the world's leading airlines. At its simulator training centre in Southampton - one of four sites in the UK and also the group's corporate headquarters - around 250 people pass through the doors every day and the facility is open round the clock, seven days a week.

CTC is now 25 years old and is headed by chief executive Rob Clarke, a qualified training captain and son of the company's founder, Chris Clarke. These days the business is owned by L-3 Communications, the giant US aerospace and defence corporation that can trace its lineage back 80 years to the Link trainers introduced before World War Two to teach instrument flying. Simulation has played a major role in pilot training ever since and prospective airline first officers can expect to spend many hours in CTC's buildings immersed in the synthetic flight environment. That is why the buildings are open 24 hours a day - to cater for the huge demand for time in the sims spent practising for in-flight emergencies. Clarke explains that each year CTC trains more than 1,500 newly qualified and experienced flyers, supplying 40 carriers from British Airways and Virgin Atlantic to EasyJet and Qatar Airways.

Such is the popularity of an airline career that during 2015 Clarke reckons CTC experienced its busiest ever year, racking up more than 27,000 applications for pilot training courses. A fraction are ultimately successful, with some 226
newly-qualified commercial pilots graduating from their courses last year. Britain remains a world-renowned centre of excellence for flying training, Clarke says, with students travelling from around the world to undergo instruction. Many then go on to the practical phases of their training at CTC’s centres overseas - in the US at Phoenix, and in Hamilton, New Zealand, where better weather conditions mean fewer interruptions.

CTC has been working with airline clients to offer financial support to prospective students. Its full integrated courses can cost £100,000 or more - a large sum for most people - although ATPLs can of course train for less via modular schemes with other schools. British Airways and EasyJet are among those that are securing loans which are only repaid once a pilot is in full-time employment.

More airlines are expected to follow suit, Clarke says, particularly those in the Middle East, US and Asia where fast-growing markets are crying out for qualified aircrew. Clarke goes so far as to suggest there are some airlines that are finding it hard to fill their rosters with pilots, putting schedules services in jeopardy.

'There are airlines where they cannot fly because they do not have enough crew,' he says.

One thing CTC is proud to claim is a near-100 per cent pass rate on its courses. This is assisted by the strict vetting of potential students beforehand so that only the best motivated, and those who demonstrate the most aptitude for flying, succeed in being selected.

'We will not put someone on a course who we do not believe is going to pass,' he says. 'Our point of difference is our 98 per cent pass rate and our ability to get people into the airlines.

That is something we want to protect and we do that by increasing the quality of the guys we select, train and send to the airlines.'

He adds: 'If you get through your selection we will guarantee that there are no extras like exam fees. Plus if you fail we will give you your money back, minus our administration fee. We are trying to do our best as a training provider.'

Clarke is also on a mission to raise the profile of life as an airline pilot, particularly to show those from different social and ethnic backgrounds that it is an achievable career goal. He also wants to make the job more attractive to women, arguing that it makes no sense for an industry struggling to recruit, to ignore 50 per cent of the population.

Once accepted to training, CTC will take students from ab-initio training in the Diamond DA42 light twin to the multi-engine and multi-pilot environment, right through instrument and type rating training, and later recurrent and refresher training for those already qualified.

During my visit CTC generously took me aloft for an hour in one of their aircraft based at busy Bournemouth Airport to get a taste for how students are taught the art of multi-engine flying. It was a far cry from my usual mount, a de Havilland Chipmunk, and I was impressed by the digital cockpit and array of multi-function screens and autopilot.

Flying the Diamond was relatively easy, even for a low-houred PPL like myself. Where it really comes into its own is as a flying classroom where ATPL students are taught to work as a crew and also to handle large amounts of information while always remembering to 'aviate, navigate and communicate'.

Once they're onto the simulator phase students can expect to spend hours in places like the new Crew Training Centre at London Gatwick, which houses both a new Airbus A320 and Boeing 737 Level D full flight simulators. This also provides conversion training for newly-qualified and experienced pilots as part of an outsourcing deal between the national flag carrier and CTC.

This year CTC is expecting further demand from its airline partners for qualified pilots and the challenge will be to ramp up its recruitment schemes to find the best candidates who are keen to pursue airline careers.

'No one can dispute the need for airline pilots,' Clarke says. 'We're one of the largest training organisations in the world but, compared with what is required, it is clear there's a real industry issue to be dealt with.'
INTRODUCTION

Over the past two months, much of my time has been devoted to the future of air displays in UK, either in direct consultation and discussion with the UK Civil Aviation Authority (CAA) or in preparing for and leading the UK Air Display Pre-Season Conference reported below. Everyone involved knew that an impending conference intended to share knowledge (of the regulations) and best practice, with the regulations liable to potential major change that would further stress the air display community – no-one really likes change imposed from outside – would be tricky. Less expected was a sudden proposal for 100-500% regulator fee increases (depending on the size of air display) to be implemented in 2016 despite organisers having already finalised budgets. This felt rather like living under the influence of the ancient Chinese curse, “May you live in interesting times.” The conference is over but regulation change and fee increases remain open topics and, depending on how successful a challenge there is to the latter, will remain so for some time.

Recent close working with the regulator has proved especially interesting and highlighted to me (again) the different ways that there are to commit aviation. The Royal Air Force have long found that a pilot following a single, highly practiced, display routine is the best way to do display flying and my experience with Typhoon, especially when demonstrating carefree handling in a routine that left no time to think between manoeuvres supported this. However, the UK General Aviation (GA) community has developed over many years a successful method of taking pilots beyond the first step of learning to fly to the point of being very successful and safe display pilots by allowing them to select from a bucket of practiced manoeuvres and adapt their display sequences accordingly and my experience displaying aircraft ranging from World War One fighters to post-war military trainers and twin engine airliner supports that too. The civilian approach works especially well for the pilot who flies more than one type and is expected to observe all the different area limitations within the large number of display sites that we see in the UK. I continue this theme below.

HUMAN FACTORS WORKING GROUP

The output from this group will be a Position Paper covering all aspects of pilot fatigue that we plan to use to spark wider debate, including within the national and international media if possible. Our long term aim is to lead in the understanding of fatigue in airline operations, so the initial paper must be robust to any challenges. Current investigation includes the implications of poor fatigue management by operators and the potential for operator and National Authority liability for corporate manslaughter following an accident. Therefore, if you have a background in criminal law and in particular corporate manslaughter and are able to join or assist the Working Group, please let me know at daa@airpilots.org soonest.

The Working Group is also looking at the wider literature on sleep patterns, disruption and the difficulty in recovery from protracted periods of limited sleep; unfortunately, I’m sure the cumulative effects are very well known to many of our commercial air transport members. Separately, results from a study into the relationship between time on duty and accident rates shows accident rates increase significantly after spending 9 hours on duty, which has some bearing on air display planning and briefing times at longer events; fatigue is not just an issue that affects airline pilots. Of course, defining safe and manageable work patterns is only half the battle; events prior to reporting for duty may also have a major influence on how we perform once that duty actually starts.

DISPLAY FLYING

The joint UK CAA, Military Aviation Authority (MAA), British Air Display Association (BADA) and Honourable Company of Air Pilots UK Pre-Season Display Flying Conference for 2016 was held on 10/11 February and Air Pilots formed part of the three hundred and fifty delegates booked places for the first day and the four hundred for the second day. We believe those numbers made the event the largest air show conference ever to be held in Europe.

The first day of conference presentations included one by UK CAA Head of General Aviation (GA) Unit who explained the background to the additional measures introduced by CAA’s Air Display Review Action Report and the CAA’s more recently announced increases in fees and charges relating to air display activity. Regrettably, the latter deflected much attention and discussion from the new regulatory measures; more of this below. Some of the proposed regulation changes were accepted as sensible and necessary. However, delegates expressed concern about the ambiguous wording in both documents and civilian pilots were dismayed at any plan to force civilian display pilots towards flying pre-determined and fixed aerobatic sequences, with the Flying Display Director (FDD) potentially required to stop the display if the pilot varied the sequence in any way not discussed at the briefing. Many of the civilian delegates felt this was an unsafe and unnecessary development (a view that DAA shares). While fixed sequences might work for the military pilot who has effectively unlimited budget with which to work up a single sequence in a single aircraft type, they could have unintended adverse impacts on the civilian pilot flying a variety of aircraft types with different performance characteristics and gate parameters. For the civilian pilot, it is more important that they are aware of (and practice managing) energy and manoeuvre options than simply learn a single sequence by rote, especially when the pilot will be required to perform at a wide variety of display venues, each with their own particular constraints that must be observed. Civilian delegate bemusement increased when CAA indicated that their investigation of air display accidents over recent years
showed that significantly more accidents occurred to pilots who were attempting to fly a set sequence than to pilots who were not!

The final presentation of the first day was given by Keven Baines of Baines Simmons and titled, 'Air display safety and the human in the system.' Those in the aerospace industry will know that Baines Simmons’ programmes provide considerable human factors insight; they explain the importance of a corporate culture where safety flourishes because the organisation is able to detect and correct operational 'near misses' before an accident actually occurs, rather than running blind and only able to take corrective action after an accident. This approach and 'just culture' are much less well known within GA where individual aircraft owners operate separately and without the potential benefit of understanding the experience of others in the same situation. Seneca observed in about 50 AD that 'to err is human' and Keven explained that even when working at our best, no human operator is 100% reliable. Issues such as confusing data, fatigue, complacency, poor access to equipment, distraction and multi-tasking are just some of the Performance Influencing Factors (PIFs) that will further degrade human operator (pilot, maintainer, designer, software author) reliability. Error management needs to be proactive to understand the hazards and the PIFs that are at play so that risk based decisions that account for the human in the system can be made. Obviously, if someone who might report a hazard (e.g. a roster pattern that induces excessive fatigue or how easy it is to not secure the engine cowls) fears being disciplined or becoming first in line for redundancy for doing so, the hazard will remain hidden until the eventual accident. Then, if the accident is not widely reported and understood, others will probably suffer the same fate. In the display flying world there is (as yet) no effective mechanism to capture or correlate each minor incident at all air displays to build the bigger picture; by its very nature, with different people doing different things at different events, the knowledge base is extremely fragmented. At the instigation of its members, BADA introduced an air display reporting mechanism through the UK Confidential Human-Factors Incident Reporting Program (CHIRP) for the 2015 season. Even so, there remained a paucity of civilian air display occurrence reports in 2015; CHIRP received none and the number of military reports raised seemed very small in comparison with the amount of military display flying completed. Keven’s presentation provided much for everyone to consider during the fork supper that the Air Pilots helped to sponsor at the end of the first day.

The second day comprised separate workshop streams rather than presentations. One of those streams was new for this conference and attempted to encapsulate all the topics that would form the basis for a future Flying Display Director (FDD) accreditation course, though with the caveat that the time was only sufficient for a 'taster', rather than in depth support to a formal qualification. Indeed, as all experienced FDDs would recognise, a course alone will never be able to equip an individual with the experience and judgement needed to be an effective FDD; this is one area where classroom time really needs to be followed up with experience as a Flying Control Committee member and monitoring or mirroring someone doing the FDD role for real. The CAA had mandated that anyone wishing to be FDD at a UK civil air display with 7 or more items had to attend this workshop stream, which no doubt had helped to swell the overall numbers. Other streams were provided for civilian display pilots, military display pilots and air display organisers. During the day, these were progressively amalgamated and eventually joined the FDD stream so the day comprised a mix of specialist subject and information sharing.

The CAA propose to increase UK air display related charges this year by at least 100% and by 400-500% for some events with effect from 1 April. This is without any impact assessment by the regulator, or a plan for phased introduction, both of which are established government policy within the Better Regulation Framework Manual - Practical Guidance for UK Government Officials - March 2015. Some air displays that were planned for 2016 have already been cancelled and many expect to curtail their activities to limit increased costs. Many small village fetes that are accustomed to having one or two flying events are unlikely to be able to afford the fee increase at all. The Air Pilots will have highlighted these points when responding to the CAA’s online consultation that closes 29th February. We will also explain that air displays provided the first spark of interest for many who have gone on to a career in aviation, aerospace, engineering and the sciences, so it is difficult to understand how a government that wants to increase the take up of Science, Technology, Engineering & Mathematics (STEM) subjects in schools could permit measures that are likely to have the opposite effect.

Reaction to the accidents at UK air displays in 2015 continues to drive much of the regulator and regulated thinking. At time of writing, four more official reports are anticipated, all of which may throw up further observations and potential for change. These are an Air Accident Investigation Branch (AAIB) Supplement on September’s Hunter accident, a final AAIB report into August’s Gnats, the CAA Final Report into its review of UK air display regulation and the AAIB Final Report on the Hunter accident. Hopefully, their conclusions will be drawn with an improved understanding of the UK air display scene and recognise the experience and lessons that have helped many to work safely within it for many years.

LASERS

It is regrettable that a laser incident in February left a Virgin Atlantic pilot feeling so unwell that it was necessary to return to Heathrow rather than flying on to New York. On the other hand, this finally brought something that for many commercial pilots is a regular occurrence to the forefront of the news coverage (though only for one day). The Air Pilots are represented on the UK Laser Working Group by DAA and by the Chair of our Technical Committee. Additionally, we have briefed UK media on the background and the threat that higher power lasers (now appearing more widely in the UK) present to aircraft and we are preparing a statement aimed at re-invigorating media and government attention and promoting the views developed within the working group, namely to prohibit import/sale of higher
powered lasers and to add lasers to the offensive weapons list. This now has widespread support across many police forces.

We would not wish to criminalise those carrying laser pointers legitimately (like me) and perhaps the best analogy would be with how the law is applied to kitchen knives. We can buy a 9" blade legitimately at a supermarket and take it home. If we are stopped and searched en-route, a police officer would have to be satisfied we had no reasonable excuse for having it before he could take further action. If it was unpackaged and we then carried it "concealed about our person", that would be a different matter entirely. The same would apply with lasers: if you had lawful authority or reasonable cause for possession in a public place, you would be fine, so having it for lectures and presentations in the course of your work would not be an issue. Having it in your pocket on the way to a football match would not be reasonable. The police need the offensive weapon inclusion to give them the stop and search powers that will allow them to police the issue effectively. Power levels are a different issue and will probably be tackled under a product safety banner, though it would make sense to to prohibit the purchase of any laser device by under-16s once the laser is classified as an offensive weapon. There would be no difference in the stop and search powers, it is the inappropriate possession that would trigger action (arrest).

A similar approach has been successful elsewhere; in New Zealand anyone carrying a laser device stronger than 1mW must be in possession of a certificate from the Director-General of Health. For questions and answers on New Zealand legislation see: http://www.health.govt.nz/our-work/environmental-health/high-power-laser-pointers/questions-and-answers-new-controls-high-power-laser-pointers.

Our statement will also stress that this is not just an issue for pilots. A number of UK children have already suffered permanent eye damage from lasers in the hands of themselves or their friends. Train drivers have been targeted (and are potentially at even greater risk of eye damage than pilots). All of us are potential targets when driving by night. The number of aircraft incidents in UK is probably high (annually some 1400-1600 involving all types and roles) because the perpetrators believe there is little risk of detection or capture, though coordination with ground teams has caused several people to be arrested after illuminating police helicopters. The measures that we support both remove the devices that pose a threat and deter anyone from carrying them.

A technical solution may also be close, in the form of coatings for flight deck windows or protective glasses that prevent transmission of laser light. As with any new technology, they may introduce additional hazards; early attempts at protective filters were ruled out because they caused too much discolouration and with spectacles the additional reflections and interference with items such as oxygen masks can be problematic. It would also take a considerable time (and expense) to equip every aircraft so that every pilot was protected. The cost of a technical solution would also be borne eventually by the operator or paying passenger so we would all end up subsidising the malevolence of the few, which makes prevention, rather than mitigation of its affects, a more attractive solution all round.

Inter Livery Ski Championships 2016

Freeman Sam Rutherford

This year, the Honorable Company of Air Pilots was represented by Sam Rutherford (who you may know from his involvement with the Crete2Cape Vintage Air Rally). Following the Clerk's 'call to arms' in the early autumn of 2015, and a complete failure to recruit anybody else (!) I arrived on schedule in Morzine, in the French Alps, on the Tuesday evening. After a day 'warming up', the heats (two Grand Slalom, GS, runs) were held on the Thursday and a reasonable start position was achieved. The actual race was held the next morning, the weather very cold but beautiful. The course could best described as a 'fast and open GS'. I came 23rd out of 150, but hope to do better next year. It was a huge amount of fun, and he also made some very interesting contacts there (mainly in the bar afterwards of course!). It is my avowed intent to return next year with both a Men's and Women's teams (we need four of each gender) so I would ask for expressions of interest. The next Championships will be held 19-20 January 2017 (again in Morzine). The event is great fun, partners are very welcome and the Company has never been able to produce a full team, which is a great shame. All good reasons to enjoy a long weekend ski-break with a difference.

Please contact me directly at sam@prepare2go.com

Editor's Note

I participated in this event a couple of years ago and thoroughly enjoyed it. Always efficiently organised (by the Ironmongers) it is an excellent way of meeting those in other Liveries. The standard of skiing runs the gamut from the very recreational, to the frighteningly competent! Sam's 23rd place is therefore very creditable. I fully intend to compete with Sam in 2017 and join him in hoping we can raise a full team. See http://www.liveryskiing.com/ for a flavour of the event.
Henstridge is a small GA airfield in the heart of Blackmore Vale in Somerset. Originally commissioned in 1941 as a training facility for the Fleet Air Arm, it is just outside the Yeovilton MATZ. Geoff Jarvis, the current owner, acquired the field in 2000; he retains his original aim of developing a major centre of GA operations in SW England. In the past 8 years he has built 18 new hangars, and has gifted the 25 year lease of another to the local Air Ambulance.

The charity CLICSargent (Cancer & Leukaemia in Childhood) provides clinical, practical and emotional help for children who are suffering from the disease. Eleven years ago Geoff decided to hold an open day, not to raise money, but to give some of these youngsters a chance to fly. Since then it has become an annual mid-summer event, only once having to be cancelled due to bad weather. Each year he invites the charity to bring youngsters suffering from cancer - together with their parents and siblings - to the airfield, where he provides the usual children’s entertainments.

The main aim, however, is to fly the children and their supporters in one of the resident light aircraft. Although based at Compton Abbas, for the last 3 or 4 years I have flown in to aid the local aircraft owners. In 2015, it took place on 29th July - a perfect summer’s day. Fourteen aircraft (one twin and 13 singles) were assembled, ready to fly. Although all pilots provide their services free of charge, it is Geoff who covers the bulk of the costs. He believes that by demonstrating a community spirit it will help raise the profile of, and support for, General Aviation in the region. This link is underlined by the involvement of a number of local organisations such as the Rotary and Lions clubs, and the Scouts. Last July over 50 volunteers turned up.

As in previous years, the day started with a pilots’ briefing at 0930. The plan was straightforward: a triangular route was flown; after take-off, aircraft had to turn north to remain clear of the MATZ, and climb to 1500’ on the QFE; after tracking east of King Alfred’s Tower, climb to 2500’ before turning south over Longleat House, before returning to runway 25. During the day over 100 sorties were flown without incident. Almost 300 visitors had been flown, of which 50 were children with cancer. During a short break for lunch (whilst the pilots and visitors tucked into a BBQ of sausages and burgers), the resident Pitts pilot, Patrick Caruth, gave an aerobatic display. As an added (and unexpected) bonus, the RN Historic Flight Swordfish carried out a low fly-past whilst returning to Yeovilton.

Many of the children were wearing baseball caps or headscarves - a clear sign that they were undergoing chemotherapy. Quite a few of them had never flown before - in any type of aircraft. This generated a palpable sense of adventure and excitement as they waited their turn to fly. Although they were clearly enjoying themselves, there were, inevitably, a few poignant moments. On being asked his age, one boy replied “I’m seven”. “You look more like ten to me” said his pilot. “I’m ten,” the lad continued, “but I don’t count the years that I have spent in hospital”. By late afternoon all the children and a few of the volunteer helpers had been flown. Serious inroads had been made into the pile of cakes and biscuits. One of my passengers had been Albert (aged 8). By way of therapy the CLICSargent charity encourages children to record their experiences on paper whilst undergoing treatment. Painting, photography, drawing and other creative arts are great ways of expressing difficult emotions. Albert produced a short account of his day at Henstridge, illustrated with a drawing of my Archer G-BEYL. The Charity decided to include it in a special Art Exhibition - clearly young Albert enjoyed his day out, along with most of his colleagues.

One or two, however, were somewhat less enthusiastic. A small child was escorted out to my aircraft by one of the volunteer helpers. As soon as she arrived it became clear she was not terribly keen on this aviation lark. Urged on by her father, she was eventually persuaded into one of the rear seats. There she sat for all of 30 seconds, until she announced firmly “I want to get out”. This was, I felt, a perceptive, if somewhat uncomplimentary assessment of my piloting skills! Nevertheless, if invited again, I intend to continue to support Geoff and the CLICSargent Open Day.

Having refuelled I flew back to Compton Abbas - my ninth flight of the day, none of which was longer than 20 minutes. When it is available, I will include the date of the 2016 event in the Company’s Flying Club programme. If members would like to fly in and add their support, I am sure Geoff and his team will make them very welcome.
Ladies Visit to FCO
16th February 2016

Sue Jones

With Chris' year as Master about to end I decided my final ladies' visit must be to my employer for the last 36 years, the Foreign and Commonwealth Office (FCO) in King Charles Street, Whitehall. So, on the afternoon of Tuesday 16 February, I met 20 ladies in the FCO's reception for a 1.5 hour tour, during which we were hosted by Lesley Vickers, an FCO colleague who also manages a team of stalwart tour volunteers. Lesley initially explained some history of the FCO, going back to Charles James Fox who was appointed the first Secretary of State for Foreign Affairs in 1782, when the premises were near St James' Palace. The Foreign Office moved to Downing Street in 1793 but lack of space and structural instability meant that considerable renovations had to be carried out. George Gilbert Scott was appointed architect to the Foreign Office in 1858. Lesley also explained that after the Indian Mutiny in 1857 responsibility for governing the sub-continent passed from the East India Company to the Foreign Office. This meant the building's highlights. One of its key features is the Durbar Court (in the old India Office), designed by Wyatt. Although it was first used in 1867 for a reception for the Sultan of Turkey it was named in 1902 when King Edward VII's coronation celebrations were held there. The 4 sides of the Court are surrounded by 3 floors of columns with each floor having its own style - Doric, Ionic and Corinthian. Originally there was no roof but fortunately this was added in 1868 and is similar to those in Paddington Station and Crystal Palace. The floor is of Greek, Sicilian and Belgian marble so red wine is definitely not allowed, as Durbar Court is often used for receptions and formal gatherings. We were also told that Peggy Ashcroft and John Gielgud acted the balcony scene from Romeo and Juliet for King George VI and Queen Elizabeth at a reception in Durbar Court in 1939!

Another truly spectacular set of 3 rooms is the Locarno Suite (designed by Scott), so called to mark the signing of the Locarno Treaties on 1 December 1925. The restoration of the FCO in the 1980s/90s did wonders to revive the decorative and gilding work. The rooms are currently used for conferences, ministerial and government functions. A stop at the Muses Staircase was a good chance to see the detail of the goddesses and cherubs which adorn parts of the walls and ceilings. Scott's Grand Staircase was designed to impress foreign visitors and it certainly does! It winds its way up through the main area which features marble columns, stenciled walls with red and gold gilding and murals depicting the 'origin, education, development, expansion and triumph of the British Empire leading to the Covenant of the League of Nations'. The huge domed ceiling is painted with figures representing countries which had diplomatic relations with Britain in the 1860s. Finally 2 large ormolu and bronze chandeliers hang over the staircase.

I had hoped we might be able to visit the Foreign Secretary's Office but Philip Hammond was in residence that day. This was confirmed when we saw him chatting to a colleague, outside his office, whilst standing at the Grand Staircase! Our tour came to an end in the Ambassador's Room which houses an Enigma machine. We then made our way outside to collect the official FCO brochure which contains splendid photographs of the aforementioned rooms, as well as others we could not visit.

Lesley was an excellent and knowledgeable host and certainly knows her history of the FCO - even I learnt something after 36 years!

I hope to organize another tour of the building later in the year for those ladies who were unsuccessful in the ballot (the FCO can only take a maximum of 20 during the working week). Lesley also reminded us that every third weekend in September the FCO (along with some other Government buildings) is included in the annual 'Open House London' programme.

Finally I should like to express my huge gratitude to those of you who attended and supported my 4 visits during Chris' year. We had a fabulous day and lunch at the Gurkha Museum in Winchester, an invaluable and informative visit to the London Air Ambulance, an educational and tasty lunch with fine wines at Berry Bros & Rudd in St James and finally the tour of the FCO. It's been great fun and so rewarding. Thank you and my best wishes to you all in the future.
Visit to RAF Scampton and the Red Arrows

Freeman Robert Harris

Setting out from Kingston upon Thames at 0600 for Scampton the cloudbase wasn’t visible, and it was raining. A practice display by the Red Arrows seemed unlikely, but as I approached the airfield along the A15 and entered the holding car park, the sky lightened, the cloud base lifted, and it looked like there might be some flying after all. David Curgenven had very efficiently already collected my pass, and after a short wait our convoy of cars was escorted to the car park next to the maintenance hangar; in reception the Company throng assembled for coffee and biscuits.

We were greeted by Sqn Ldr Cate Driscoll, who ushered us to the back of the squadron’s briefing room. Sqn Ldr David Montenegro, this year’s boss, briefed four pilots on the morning’s formation exercises: 1. Goose; 2. Detonato > Goose; 3. Slalom. After a time hack, they left to kit up ahead of their airborne time of 1130.

Flt Lt Stewart Campbell then briefed the guests on what the exercises entailed and the details we should monitor. Interestingly each pilot has his own aircraft; each airframe has its own flying characteristics, so it is a good idea to be familiar with those foibles when flying in such close formation.

We exited the briefing facility to watch the practice from the bike shed, which offered the best shelter from the cold wind. This reminded me of my father’s WW2 reminiscences – when he was stationed at various RAF airfields, he considered one of the most useful pieces of equipment was a pushbike.

The five-ship taxied out to runway 22, lined up and took off in Goose formation, for some brief straight & level, during which we were told the aircraft were trimmed (after which the trim is left untouched for the rest of the formation work). Flt Lt Campbell talked us through the formation changes. It was noticeable that throughout the landing and taxiing phase, the aircraft remained perfectly spaced: all aspects of the display are carefully choreographed and rehearsed.

After shutdown the Air Pilots walked to the Hawks for the presentation of the Company’s plaque to Sqn Ldr Montenegro, and to pose for the official photograph. We then returned to listen to the pilots’ debrief. When seen on video (the flight having been filmed from the tower) the pilots were able to have an audience’s perspective of their display, and were encouraged to be critical of their own positioning. After an enjoyable lunch, Sqn Ldr Montenegro described what a national icon the team has become, and acknowledged the important task of stimulating recruitment. In its T45 Goshawk form, he noted that the Hawk was the only aircraft to have been procured from a foreign country in recent years (for the US Navy). The author is tickled that the three T45 advertisements that he had produced for the Washington Post may therefore have had some small effect!

The author replied for the guests, showing the assembled members an ad for the Hawk he had art directed in a September 1979 Flight International. He noted that from ‘Lesson 9’, one could deduce that this year the Hawk has been in RAF service for 40 years, and by 1979 had already been sold to Scandinavian, SE Asian and African countries. He
reported that during the production of this advertisement, the Reds and their smoke had so impressed one African state that it asked for the airframes they had just acquired to be fitted with the same smoke system. BAe were very happy to oblige, but informed the customer that the extra plumbing would cost £1m per aircraft. The smoke system was not purchased. On behalf of the guests, Robert thanked the squadron for such an interesting and exciting day.

We were given a further briefing, this time from Flt Lt Hourston, on the history of the Red Arrows, and its predecessors, notably the Black Arrows, and 111 Sqn (whose famous loop with 22 Hunters created a still unbroken record). He set out the eligibility of pilots to join the team. Key requirements remain 1500 hours in fast jets, and at least one operational tour. A member joins the team for three years. Flt Hourston ran through the other formations which will be used for the 2016 season: Diamond, Phoenix, Apollo and Swan.

After this history lesson Company members had the opportunity to have a close look at the Hawk T1A, noting the three buttons on the stick to control the three colours of smoke. After David Curgenwen's hard work organising this stimulating day, he provided a lighter moment, when he posed in the team's red flying suit.
Eric ‘Winkle’ Brown died in late February of renal failure, aged 97. He joined the Company in 1975 and was elevated to the Livery on 31 May 1978. He was awarded what was then the Guild’s Award of Honour in 2006. Much of what follows is based on the citation for this.

Udet, who complimented the teenager on his latent flying skills. Udet instructed him to learn German, and learn to fly! He funded his first flying lessons by taking a summer job as a motorbike rider on a fairground ‘wall of death’!

Invited to join the Diplomatic Corps, he was despatched back to Germany, and was briefly incarcerated by the SS on the outbreak of war. Back in the UK, Eric Brown started to learn to fly seriously whilst in the UAS at Edinburgh University. After this dalliance with the RAF, and after graduating with a MA in German, he went into the Fleet Air Arm and stayed there for the next 31 years. During this time he flew no less than 487 aircraft types - from the Aeronca Grasshopper to the Zlin Akrobat – a record unlikely ever to be beaten.

In 1941, he claimed two FW 200s while flying Martlets of No. 802 Squadron from HMS Audacity (whose sinking he survived). Following a period on trials work involving Sea Hurricanes and Seafires, and a stint as a Deck Landing Instructor he was posted to become the Chief Naval Test Pilot at RAE Farnborough, subsequently flying all types of allied naval aircraft. At war’s end, he was involved with the liberation of Belsen. His linguistic skills were again brought into play, this time for the unpalatable job of interrogating the male
and female camp commandants, the latter being “the worst human being I have ever met”.

In 1946, as CO of the Enemy Aircraft Flight at Farnborough, he became heavily involved in the flight testing and assessment of German, Italian and Japanese aircraft, in all flying 55 individual types. These ranged from the prone pilot Berlin B9, the push-pull DO 335, and the remarkable little Heinkel HE162 Volksjager, to the highly innovative German combat types entering the Luftwaffe towards the end of the War. These also included the twin axial flow jet-engined ME 262, the “flying bomb” ME 163 (he did one clandestine flight with its unstable fuel of hydrogen peroxide/hydrazine hydrate in methanol, and described it as “a tin coffin”), the Fw 190, and the huge Blohm & Voss 222 flying boat. He also flew compression ignition (diesel) engines in the two-engined DO 18, the three-engined BV 26 and the six-engined BV 222. After the war he was in demand as a German linguist: he interrogated many of the leading German aviation personalities, including Willy Messerschmitt, Ernst Heinkel, Herman Goering, and Hanna Reitsch (who had done two unbelievable flights piloting a (Wo)manned V1).

After Geoffrey de Havilland's death in a DH108, Winkle 'rescued' another example of the marque, having been given the unenviable task of replicating what had killed de Havilland. Later, he resumed Service flying with No 802 Squadron on Sea Furies, spent two years at the US Navy Test Centre at Patuxent River, commanded No 804 Squadron (Sea Hawks), was Commander Air at RNAS Brawdy, Naval Attache in Bonn from 1958 – 60, served at the Admiralty as Deputy Director of Naval Air Warfare, and commanded RNAS Lossiemouth. Lady Luck must have been at his side through his service flying career, as he had, by his own record, 13 near fatal incidents. Apart from luck he attributed his survival to his short stature, and meticulous pre-flight planning.

Retiring in 1970 he began a second career in the field of helicopter aviation. Here, his posts included being Chief Executive of the British Helicopter Advisory Board and Chief Executive and Vice-President of the European Helicopter Association, based in Amsterdam.

Of the many outstanding events in his career, perhaps the most notable was the world's first landing of a jet aircraft – a Sea Vampire – on the deck of an aircraft carrier (HMS Ocean) on 3 December, 1945. He also had the, perhaps unique, experience of deliberately landing a Sea Vampire wheels-up on an aircraft carrier as a test assessment of use of an inflatable mattress in lieu of arrestor wires.

A Past President of the Royal Aeronautical Society, Captain Eric Brown held the distinction of having been awarded successively the MBE, OBE and CBE, together with the DS and AFC. He authored some 36 books, mostly about aviation, making light work of presenting technical subjects to the general public. His best known work was his autobiography “Wings on My Sleeve”.

Eric "Winkle" Brown was indeed a flying legend, and thoroughly deserved the Guild's Award of Honour. As John Farley, no mean test pilot himself, recently said “Eric had arguably one of the best pair of hands in the business and he made splendid use of them”. He was an inspiration to pilots (and boys) across the generations – around the world as well as the UK.

The eulogy of the First Sea Lord is a fitting conclusion: “The Fleet Air Arm may have lost one of its finest and best known pilots, but British aviation has lost something even greater – the most accomplished test pilot of his generation and perhaps of all time, and a huge advocate of military aviation.”

**Liveryman Commander Bertie Vigrass OBE VRD writes:**

I have known Winkle Brown for more than 70 years – since 1943. At that time I was Commanding Officer of No 767 Naval Air Squadron based at RNAS Easthaven, a Naval Airfield on the coast just south of Arbroath in Scotland. When Naval pilots had completed their operational flying training they came to Easthaven to be taught how to deck land. We ran the airfield just like the deck of an aircraft carrier.

Every month an aircraft carrier would arrive just off the coast and the students would be required to complete their first eight deck landings. This was not easy for them as we had no dual control aircraft.

Winkle came to Easthaven in 1943 to work on his deck landing skills as he was about to attempt the first deck landing in a twin engine aircraft. We spent hours "batting" him in for "runway" landings, After Easthaven he did his first carrier landing in a twin engine aircraft and was "batted in" by Commander Bob Everett - Easthaven's Commander Air. He came to Easthaven on a number of occasions after that when he wanted to work on his deck landing skills.
Confidential Human Factors
Independent Reporting Programme

By Upper Freeman Air Commodore (ret'd) Ian Dugmore,
Chief Executive of CHIRP

The CHIRP Charitable Trust exists to improve the safety of the travelling public and that of individuals employed within or associated with aviation and maritime operations. It fulfils the ICAO and EASA requirements for a confidential safety reporting channel and is independent of employers, unions and regulators. CHIRP Maritime is funded by donations from industry while the aviation programme is funded by the CAA; the construct of a Charitable Trust with a Board of Trustees ensures independence from the sponsors. The identity of reporters is always protected unless the reporter positively agrees to allow their identity or identifiable details of an incident to be released.

CHIRP does not compete with company reporting schemes or the CAA Mandatory Occurrence Reporting Scheme (MORS); rather CHIRP provides a safety net for discretionary reports that would not otherwise be written. We routinely encourage people to use company reporting channels but sometimes people are reluctant to use these for fear of jeopardising their careers when admitting their own mistakes or criticising their employer's policies. Sometimes people use CHIRP when they have already reported through company channels and didn't get a satisfactory answer or don't believe there will be any positive outcome. We don't accept reports regarding industrial relations or anonymous reports, but we do welcome reports on just about anything else that is safety-related.

On receiving a report, the first thing we do is contact the reporter to discuss how we will handle the report and its sensitivity. We discuss whether the disidentified report can be forwarded to the relevant operator/company and/or the CAA for comment or resolution, bearing mind that CHIRP is not an executive agency. Some disidentified reports are reviewed by the appropriate Advisory Board at the quarterly meetings. These Advisory Boards are the great strength of the CHIRP process because they bring together experts from across the industry in a genuinely cross-disciplinary group. For example, the Air Transport Advisory Board includes current fixed- and rotary-wing professional pilots, licensed engineers and air traffic controllers. The CAA provides relevant specialists and the AAIB Chief Inspector and Chairmen of the UK Airprox Board and the UK Flight Safety Committee also attend. Although the Board members are generously nominated by a variety of employers, they are not there to represent their organisation's interests, which in any event would be difficult as the casework is disidentified. Rather they attend as experts in their own right. As such they provide the intellectual rigour and expertise that provides the CHIRP process with professional credibility.

What happens next depends on the Boards' advice. More investigation might be required, or information or recommendations sent to whichever organisation is best placed to resolve each issue: at this stage CHIRP's role is to ensure everyone with an interest in a particular issues has the information they need to resolve it. Whatever happens we will write to the reporter to let him/her know the outcome. Once we have agreed with the reporter that the issues have been resolved or taken as far as possible, we close our casework file and delete the reporter's name and contact details from our system.

Experience has shown that reporting levels are cyclical and reflect what is going on in the relevant sector. Increased security at airports, mergers and redundancy programmes create spikes in reporting. Reporting levels are also directly dependent on CHIRP maintaining its profile with the reporting population. Our principle means of doing this for pilots, ATCOs and engineers has traditionally been the free FEEDBACK newsletter sent by post to licence holders. The switch to electronic distribution of FEEDBACK in 2014 has created some challenges, particularly with respect to General Aviation (See Table 1) and efforts are underway to exploit electronic media more effectively and use additional means of communicating with all sectors of UK aviation.

In addition, we are rolling out a pilot project to encourage ground-handling personnel (refuellers, marshalls, baggage loaders etc.) to use CHIRP. The issues reported to CHIRP are reflected in Charts 1-5; note that one report may have more than 1 high level issue.

Flight crew reports frequently reflect commercial pressures, lack of resources and roster instability. Redundancy policy and implementation were reported several times with the use of sickness absence data for redundancy selection causing some reporters' concern. The transition to EASA Flight Time Limitations has prompted concern about the longer duties possible in some circumstances and some reports that reflect a lack of training in the new regulations.

With so few reports submitted, identifying ATCO/FISO trends with confidence is difficult. However, manning/resources in small units is a recurring theme every year.

Distraction is frequently reported by
engineers who are diverted from ongoing work to attend to short notice priorities. Also, the employment of contractors places a supervisory burden on regular employees. Of interest and probably worthy of examination, there is little reporting of fatigue by engineers.

Cabin crew reports are dominated by issues surrounding rostering and rest. Environmental reports refer to concerns about cabin air quality. Company policies towards passenger baggage result in reports from cabin crew unable to stow bags through lack of space and under pressure from ground handling staff and flight crew to achieve on time departures.

The majority of GA reports reflect pilots seeking advice about situations and incidents they have experienced. There is routinely a genuine and laudable desire to share their experience and lessons learned for the benefit of others. This willingness to air personal dirty washing is a safety culture that we should all aim to encourage and emulate.

More information about CHIRP can be found on our web site at www.chirp.co.uk. You can also find us using the CHIRP smartphone and tablet apps by searching under 'CHIRP Safety in the App Store or Google Play.

Also, follow us on Twitter @CHIRP_Aviation.

Finally, if you wish to be added to the distribution list for FEEDBACK, simply drop us a line at mail@chirp.co.uk.
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<td>Saturday 23rd</td>
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<td>Tuesday 28th</td>
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<td><strong>JUNE</strong></td>
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<td>Tuesday 12th</td>
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<td>Deauville/Dinard?</td>
<td>‘French Leave’ (Dates/Place TBC)</td>
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<td><strong>OCT</strong></td>
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<td>Saturday 5th</td>
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**LEGEND**

Red = Flying Club Events
Black = HC Events (Where it may be possible to fly in)
Blue = Nationwide Events which may be of interest to FC Members