



AIR PILOT



INSIDE
TROPHIES & AWARDS
VISITING TIGERS IN ITALY
CENTRAL FLYING SCHOOLS





THE HONOURABLE COMPANY OF AIR PILOTS incorporating Air Navigators

PATRON:

His Majesty The King

MASTER:

Capt Jonathan P Legat

CLERK:

Paul J Tacon BA FCIS

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

PUBLISHED BY:

The Honourable Company of Air Pilots,
Air Pilots House, 52A Borough High Street,
London SE1 1XN
EMAIL: office@airpilots.org
www.airpilots.org

EDITOR:

Allan Winn BE(Mech), FRAeS EMAIL: editor@airpilots.org

DEPUTY EDITOR:

Chris Long FRAeS EMAIL: deputyeditor@airpilots.org

EDITORIAL CONTRIBUTIONS:

The **final** copy date for the February 2024 issue is
Wednesday 20th December 2023

FUNCTION PHOTOGRAPHY:

Gerald Sharp Photography
View images and order prints on-line
TELEPHONE: 020 8599 5070
EMAIL: info@sharpphoto.co.uk
WEBSITE: www.sharpphoto.co.uk

PRINTED BY:

Printovation Ltd 01494 478870

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



Access the Company's
website via this QR code,
or follow us on
Twitter: @AirPilotsCo



DIARY



Applications for Visits and Events

Details and application forms for Company events
and visits are now available only online – either on
the website or via links in the electronic newsletter
and events bulletins.

DECEMBER 2023

6 th	APT/AST	APH
7 th	GP&F	APH
12 th	APFC talk: AM Sir Stuart Atha	Zoom
14 th	Carol Service	St Michael's, Cornhill
14 th	Post-Carol Service Supper	The George & Vulture

JANUARY 2024

9 th	APFC talk: Bill Perrins	Zoom
17 th	T&A Committee	APH
18 th	GP&F	APH
18 th	Court	Cutlers' Hall
23 rd	APBF AGM	RAF Club
30 th	Luncheon Club	RAF Club

FEBRUARY 2024

13 th	APFC talk: PM Rick Peacock-Edwards	Zoom
15 th	GP&F	APH

Cover photos: Pilatus PC-21s of the Central Flying School
RAAF (RAAF); The T&A Banquet (Gerald Sharpe)

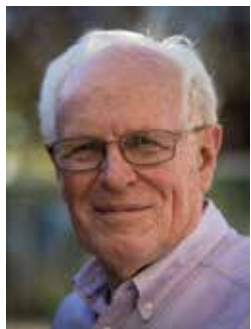
Guidelines for submissions to Air Pilot

Please submit contributions as follows:

- Text in word document, including your name below the title of the piece;
- Photos as separate attachments, not embedded in emails;
- All images to be sent as jpeg files with a file size of at least 2MB;
- Attachments totalling more than 15MB to be sent via WeTransfer only.



A MESSAGE FROM YOUR EDITOR...



The recent government review of the UK Civil Aviation Authority (CAA) concludes that it is an "exemplary" safety and security regulator: that may well be true, but is that all we want the CAA to be? The CAA is rightly lauded for its independence, but its current remit neither allows nor compels it to address many of

the issues challenging the aviation sector – and no other organisation seems to be, either. Compare that with the US Federal Aviation Administration (FAA), which is charged not only with only keeping aviation safe, but also with its sustainability and health.

What if we had a parallel organisation – maybe a sister agency under the Department for Transport – whose role was to safeguard and promote the aviation sector within the regulatory framework laid down by a CAA which itself had a revised remit to enable it to work better for the sector?

What could that new agency do? It could build a strategic plan for UK aviation, responsible for establishing 5/10/25-year predictions of the demand for passenger services, pilot and engineer training and leisure flying, and creating robust plans for meeting those demands. It could have a statutory duty to ensure a strategic airfield network with enough runways and other infrastructure to support predicted demand. It could have the powers to prohibit the sale, closure or redevelopment of any publicly owned (civil, military or local government) airfield within that strategic network, and a duty to challenge the closure of any others. It could have the funding to subsidise, if necessary, the cost of keeping those airfields open and properly managed. It could have a strategic overview/control of airspace allocation, taking positive steps to change allocations based on real need rather than just adjudicating on changes requested by others.

What could a CAA with a revised remit do? It could have proper financial oversight of ATOs and DTOs, to ensure that no more students lose all their money when their trainer goes bust – even, perhaps, through an ATOL-like scheme. It could have a statutory duty to ensure the maximum possible alignment within UK law of all of its licencing and certification rules with those of EASA and the FAA, and to pursue mutual recognition of them.

With both, we might even get an environment in which aviation was granted the strategic importance and government attention accorded to the country's road and rail networks...

Allan Winn - Editor

IN THIS ISSUE...

NEWS

- 4 Visit to Biggin Hill
- 5 Visit to Gioia Del Colle
- 6 Revisiting Rules
- 7 Ladies' visit, Buckingham Palace
- 8 Visit to RAF Benson
- 9 Luncheon Club
- 10 Consorts' visit to London's Air Ambulance
- 11 Affiliated Unit update: IV Sqn RAF
- 11 Gazette

REGULARS

- 12 The Master's Message
- 13 Regional Reports



P13

- 13 New Zealand
- 14 Hong Kong
- 15 North America
- 16 Australia
- 17 The Young Air Pilots
- 18 From the Desk of the DAA

FEATURES

- 20 Trophies & Awards Banquet
- 22 Trophies & Awards Winners
- 31 The Trophies & Awards Committee
- 32 Affiliated Unit profile: CFS RAAF
- 34 Affiliated Unit profile: CFS RAF
- 37 The 2023 Tymms Lecture
- 38 The Air Pilots Flying Club
- 39 Book Review: *Helicopters and North Sea Oil*
- 40 Into the Overshoot



NEWS ROUNDUP



COMPANY VISIT: BIGGIN HILL

By Liveryman Jeff Cleary

With a rather grey and overcast start to the day, the Company's visit to London Biggin Hill wasn't quite as planned as we had four aircraft inbound, and only one arrived. We were greeted by David Winstanley, the CEO of London Biggin Hill Airport. He spoke with enthusiasm and energy about Biggin's place in aviation's pecking order, and his vision for its future.



Back to the classroom at Oriens

We were then whisked to the new Bombardier facility, to be shown around by Andrew Masters, one of the engineering Managers. The facility is striking, capable of accommodating 14 Global 7500s in its 22 service bays striking in their cleanliness. It was very impressive to see the number of staff working there, although the company is finding it hard to recruit licensed engineers – there were 50 on that day alone! It was also very good to see many apprentices working alongside the staff.

Our next stop was Castle Air, a helicopter facility. The company pilots explained that its business is private charters and engineering, as well as taxi transfers from Biggin to Battersea Heliport, and looking after several high-profile people's helicopters. The company has come a long way since its beginnings in TV and film work and with the advent of drones and continually evolving camera equipment, it is probably time to move out of that sector.

After lunch, kindly provided by Biggin Hill, we continued our visit to Oriens aviation, where we were hosted by General Manager Stuart Locke. Oriens is the exclusive Pilatus and Tecnam distributor for the UK, and was founded by Liveryman Edwin Brenninkmeyer.

IMPRESSED BY PILATUS

We were shown around the impressive new facility and, in-particular, two Pilatus aircraft. The PC-12 is a stunning bit of kit, 47ft long, 53ft in wingspan and weighing 10,360lb

(4,700kg) and is easily reconfigurable from luxurious cabin to cargo. In single pilot operation, it can take up to 10 passengers, with a max altitude of 30,000ft, a cruise speed of 290kt and a range of up to 1,850 miles: most impressive is the fact it can still get into a 600m field!

The PC-24 is the jet of the family, and once again built to be reconfigured, happy with unpaved runways, and with a 900m take-off run, 440kt cruise (the Williams FJ44 turbofan engine has a variant used in cruise missiles!).

Our final visit was to my personal home at Biggin Hill, Shipping and Airlines - very different from the modern hangars we have been visiting. This immediately smells of oil, leather, and history. There is wood being formed for a restoration, vintage aircraft being tended to, and resident customer aircraft being maintained. It's a Maintenance and Hangarage company, with a nice sideline in Vintage aircraft. Its owner, Liveryman Peter Greenyer was sadly away, so we were shown around by Tony Habgood, chief engineer and senior pilot.



Air Pilots admire the Messenger restoration

Pride of place in the collection would go to the 1937 de Havilland DH.90 Dragonfly. Resplendent in red, G-AEDU is called the 'Duchess' and is one of only 2 flying in the world, the other residing in New Zealand. Also in the de Havilland stable are a 1936 DH.87 Hornet Moth, and a relative newcomer, a 1952 DHC.1 Chipmunk. Nearing the end of restoration was the 1936 Miles Falcon alongside a 1945 Miles Messenger, this being the only genuine Messenger remaining with World War II military service. The aircraft that brings itself the most attention would be the 1931 Civilian Coupe, the only survivor of five built. The 1943 Piper Cub served with a Free French squadron during World War II and is now used as the tailwheel trainer. We had a most varied day at Biggin, and were made very welcome by all the companies we visited. □

COMPANY VISIT: GIOIA DEL COLLE, ITALY

By Assistant Kat Hodge

A group of 18 Air Pilots and guests made their way to Puglia, Italy, for a visit to Gioia del Colle Air Force Base at the beginning of October. It was organised by Upper Freeman Maggiore Angelo Lapetina who is the Commander of 10° Gruppo Caccia (10th Fighter Squadron) of the Aeronautica Militare and a Eurofighter Typhoon pilot.

By the Friday most of the group had arrived, flying into Bari Airport and were staying at a resort hotel to the south, on the coast at Monopoli. It was fairly accessible for several members who live in Europe, but for many of us it was our first international Company visit, so there was a perceptible buzz.

On Saturday the group visited a well-known family-run winery near Aquaviva delle Fonti called Chiaromonte. We were lucky enough to be shown round by the lady owner, Ele, after whom one of their excellent wines is named. After an extensive lunch and tasting we joined a list of customers that includes The White House.

MEET THE TIGERS

On Sunday we reported at 10:00 for a day on the airbase at Gioia. The base was hosting the 2023 NATO *Tiger Meet* which gave it an extra special feeling. Two Quick Reaction Alert (QRA) Panavia Typhoon squadrons are located at Gioia, tasked with the air defence role for southern Italy and an SAR helicopter squadron on the opposite side of the airfield.



Cynthia Robinson gets a lift
We started the day with the 84th SAR helicopter squadron, one of five located around Italy, flying the Leonardo HH139. Squadron Commander Lt Col Francesco Pastore welcomed us and accompanied us for our briefing and aircraft hangar tour by Capitano Luca Michele Sarcina. The Air Pilots were able to sit in the helicopter and Liveryman Cynthia Robinson even gave a great demonstration of being winched. We also all took mental note of the sniper carried on board, for slow aircraft interception purposes.

Angelo stepped up to brief us in the base theatre about the QRA role of the Eurofighter Typhoons at Gioia. The two squadrons are part of a system of five that covers all of Italy, 24h/day, 365 days/year, with a few minutes'

response time. They also support other countries such as Romania, Iceland, Estonia, Lithuania and Poland in providing NATO air



Assistant McGee gets to grip with the Typhoon

defence assets and have a permanent detachment in Kuwait in support of the Coalition for the campaign against the Daesh. He went on to explain the purpose of the *Tiger Meet* – this one being one of the biggest NATO exercises ever flown in Europe and the biggest with all the assets located in one base.

We learned about the enormous work-up required to manage an exercise with 18 Tiger Squadrons of 14 different nationalities taking part. The detailed plan of how to create the unusual situation of everyone achieving an objective from having taken part was astounding, whether they were flying for the allies ("Blue Air") or the enemy ("Red Air").

HUGE TEAMWORK

It was an opportunity for huge teamwork for all air assets present to practise developing realistic war scenarios over a number of days: what happened on yesterday's exercise will affect where it starts tomorrow. Angelo explained how he and his team had designed the scenarios and how he could switch various options on and off, live, as the airborne exercise progressed, dependent on what outcome they were aiming to achieve.

The realism extended to ground assets too – convoys of trucks, special forces, survivors needing to be rescued, inflatable armoured cars and, in flats, surface-to-air missile systems. All contributed to this unique training opportunity for the air assets and at the same time allowed real-time control, dependent on the performance of the 'players'. Angelo also saw it as an opportunity to involve and interact with local General Aviation. Through including small civilian airfields in the area as forward operating posts and other strategic positions during the "war", he has been able to build and develop better relationships with them.

All 81 air assets available flew every day, in both morning and afternoon waves, replicating a full spectrum of an at-war scenario. The daily flying list consisted of Lockheed Martin F-16, Boeing F-18, Dassault Rafale and Mirage2000,

SAAB Gripen and Panavia Tornado fighters, along with Aérospatiale Gazelle, Eurocopter Tiger and Leonardo HH101 helicopters, Learjets, SIAI-Marchetti SF.260 trainers, Boeing KC-767 tankers and Lockheed Martin E-2C and ELTA CAEW (based on the Gulfstream 550) early warning platforms.

The Base Commander Lt Col Massimiliano Pomato welcomed us with gifts of a very special print to commemorate the *Tiger Meet*. We too could reciprocate, with Warden Elizabeth Walkinshaw presenting him with the Company shield and a donation to the base's charity. Angelo took us over to a Typhoon in the hangar and gave us an in-depth description of the aircraft and its 4th Gen+ capabilities. We were all invited to sit in the cockpit with the avionics switched on to see what it felt like for real. A quick walk out to the flight line to see the Tiger tails and meet some crews finished our day at the base, which went by far too quickly. On Monday morning some of the



The Air Pilots and hosts with a Puma

group returned to Gioia to watch the Tiger take offs for the morning wave.

Thank you to Angelo for arranging everything and making it very easy for the Air Pilots visitors to enjoy the experience – the consensus was that we'd love to come back again, if you'll have us, relish the culinary treats once more and yes, the Air Pilots CAN organise a p*ss-up in a winery! □

REVISITING RULES

By Assistant Captain Dave Singleton

The word or term 'rules' can conjure up many different things. However, in this article I refer to the venerable restaurant of that name, the oldest in London, located in Maiden Lane, London, since 1798 and how the history of the Air Pilots is inextricably linked to Rules.

The foundation and early development of the Air Pilots is well documented in the excellent *History of the Guild of Air Pilots And Air Navigators (1929-1964)* by David B Brown. It describes how, on 5th December 1928, pilots who had recently "voluntarily" qualified as Certified Air Navigators gathered for a celebration dinner at Rules Restaurant. In this group was Sir Sefton Brancker who suggested in his after-dinner speech that: "*Pilots who had obtained high professional status as holders of a 'B' Licence and Air Navigators Certificate should form their own Company on lines similar to the great City Companies of London.*"

This far-sighted suggestion took root, culminating on 19th October 1929 with the first general meeting of the Guild of Air Pilots And Navigators (GAPAN) at which Sir Sefton Brancker was elected the first Master. A celebratory dinner was held at Rules (of course) and a photograph of this significant event still hangs there. Rules, over the intervening years, became a regularly-used venue for Company activities.

Almost four years ago Assistants Elizabeth Walkinshaw and Pat Voigt reminded members of the Court of the historic connection between the Company and Rules, and suggested that we gather on regular occasions to revisit and celebrate this historic Company event. The Covid-19 pandemic that arose shortly after delayed this; however,



An early GAPAN dinner at Rules, 1930

earlier this year Elizabeth, now Warden, Walkinshaw and Pat Voigt organised the inaugural Revisiting Rules Dinner.

THE AIR PILOTS RETURN

On 23rd September eight Assistants including Warden Walkinshaw as an Honorary Assistant for the evening, met at the RAF Club before travelling to Rules. Upon entering the restaurant, it becomes obvious how remarkably impressive it is. There is an ambience to which this writer cannot possibly do justice, although the attached photographs might. We gathered in the John Betjeman Dining Room - a most pleasant and intimate room, steeped in history evident by the artwork and plaques adorning the walls. We were looked after impeccably, having been provided with our own *maitre d'* and chef for

the evening - a rare privilege.

It is not hard to imagine how, almost 100 years ago, in such an environment and with the visionaries who attended that first dinner, our Honourable Company came to be.

Much work is already in progress to celebrate the centenary of the Company: nonetheless, it is hoped that Revisiting Rules will become a regular event. My particular thanks to Elizabeth and Pat for their inspiration and organisational skills, and to my other companions that evening: Assistants Captains Christine McGee, Ed Pooley and Pete Taylor, and Doctors Sam Waller and Eleanor Ivory. □

Assistants dine at Rules, 2023



LADIES' VISIT: BUCKINGHAM PALACE

By The Mistress, Dominique Legat

I was confident that the tour of Buckingham Palace State Rooms and the Coronation exhibition would be a resounding success, and it certainly lived up to my expectations! On 7th September, 2023, one of the hottest days of the year, a group of 24 of us gathered eagerly in front of Gate C on Buckingham Gate.

We waited on the pavement for our 1pm access slot, stoic and resolute, despite the sweat beading on our foreheads. Our salvation came when a compassionate palace staff member suggested we wait inside the premises, offering us much-needed shade – a welcome respite from the scorching sun.

Upon passing through the security gate, armed with audio guides, the palace's grand doors swung open, and we stepped into the State Rooms. There we were, in one of the most iconic buildings on earth, and walking in the footsteps of the royal family and their esteemed guests made us feel like true VIPs. In room after room, we were treated to an endless and extraordinary exhibition of opulence – gold, sculptures, decor, chandeliers, paintings – each room more splendid than the last.

CORONATION EXHIBITION

Yet, with each step, we drew nearer to the showstopper: the fabulous ballroom housing the *Coronation of King Charles III and Queen Camilla* exhibition.

What a privilege it was to gaze upon the various artifacts that played a part in this momentous ceremony: the exquisitely embroidered girdle and glove; the protective screen used during the sovereign's anointing; the specially crafted thrones for the occasion; the invitation cards; and, of course, the magnificent robes of the new sovereigns. The intricate details and opulence of the embroidery, along with the symbolism of their motifs and the flawless craftsmanship, left us in absolute awe.

Nevertheless, the highlight of this exhibition was Queen Camilla's dress! Indeed, its magnificence and refinement, and the intricately embroidered train simply amazed us.

It was an incredibly emotional and awe-inspiring experience and a privilege to have history at our fingertips, to be in the presence of the artifacts that played a significant role in this unique event. Indeed, these objects served as tangible connections, allowing us to feel a sense of closeness to the historical figures and events they represent.

As the visit to Buckingham Palace ended, we emerged onto the magnificent terrace overlooking the gardens, where we were greeted by a queue. Ah, the English and their legendary talent for queuing! It was a sight to behold as everyone patiently awaited their turn to be photographed in front of a poster featuring the King and Queen waving to the adoring crowd.



Company royalty! The Master, Mistress and daughter Delphine with the Patron and the Queen

When our turn finally came, Jonathan and I (and our daughter Delphine in tow!) couldn't resist the urge to pose alongside the royals in their regal wave! □

COMPANY VISIT: RAF BENSON

By Freeman Nathan Delorme-Crabb

It is a great honour that my first write up in *Air Pilot* is on the last visit of 2023, to RAF Benson, on 16th/17th October. Having elected to fly in, my day started with a very lovely sunrise at Biggin Hill Airport. We were wheels up at 08:00 and on the ground at RAF Benson by 08:30. We were guided to the 'Visiting Aircraft Stand,' where the Thames Valley Air Ambulance is also based.



A hangar full of Air Pilots, and a Chinook

Once the other two visiting aircraft had arrived, we were escorted to the 33 Sqn tea bar, before meeting the rest of our group for a briefing where we were introduced to our hosts - Flt Lt Sam Burgess and the Station Commander, Grp Capt Chris Royston-Airey. We learned all about RAF Benson's vital defence role across the globe using the Airbus Puma HC2 and Boeing Chinook HC6A Helicopters – including its overseas Squadrons operating in Cyprus (84 Sqn) and Brunei (230 Sqn). RAF Benson is the home of the Puma Force, and, using its on-site full-motion simulators, also facilitates conversions onto frontline helicopters for pilots having completed their rotary training at RAF Shawbury,



*Puma shows its backbone
(All pictures Nathan
Delorme-Crabb)*

TENDING OLD PUMAS

Wg Cdr Alex Hunter, the Chief Air Engineer, who ensures that all the aircraft are maintained to a high standard. We learned about the challenges faced by engineers on the Puma, primarily due to its 53-years-old technology. It was fascinating to learn the methods imposed to mitigate human error in the maintenance field, and the ever-so-infamous "Swiss Cheese effect."

Midday arrived rather quickly, and we were whisked away to the Officer's Mess for lunch, before going to 28 Sqn OCU's hangar, where we met Chinook ZD575 along with Steve (Engineer) & Brett (Pilot). Steve shared his vast

knowledge of the Chinook and its history, spanning from the early marks in the Vietnam War to the modern-day variants and their modern avionics. Everyone had the opportunity to see the Chinook's interior and cockpit. I was most surprised to learn the Lycoming engines on the Chinook produce a total of 4,200shp (3,130kW) ... each! They are even capable of up to 5,000shp in an emergency.

A Chinook with an underslung container in tow appeared over the hangar and proceeded to head in the direction of the runway – impressive. Fittingly, our next host was the Joint Helicopter Support Squadron (JHSS) commanded by Maj Ali Hughes. The JHSS was formed in 1982 to aid the helicopter task force on its way to the Falklands. It is tasked with providing vital ground support to helicopters such as the Chinook by means of equipment loading, scouting suitable landing locations, communication and troop extraction. Various pieces of equipment were laid out on display for us: an artillery gun rigged up as an underslung load; a net used to secure unusual items for transport (worth £10,000 each!); a Land Rover in FFR (Fit For Radio) configuration capable of providing secure long range communications in remote areas; and last but not least, a mock-up landing area that the JHSS would set up in the field .

FIRE DRILL

We next moved to the other side of the airfield, where Air Traffic Control resides alongside the Airport Fire



Getting ready for fire practice

Service. The Control Tower has the visual tower (managing ground movements and radar) up top, and the non-visual portion below, covering precision approaches and weather reports. It was great to see how many young trainees were present. The Fire Crew had one of its "Striker" firefighting vehicles out, and even allowed us to operate the hoses. The pressure that these hoses are capable of delivering is quite extraordinary...

Our final tour of the day was to 33 Sqn and one of its Puma HC2s in for scheduled maintenance and looking rather naked with all of its cowlings removed. Seeing the main rotor shaft which connects the main rotor to the

tail rotor all exposed really didn't help my nerves when it comes to rotary flying. A representative from the Oxford University Air Squadron/6 Air Experience Flight (AEF) then explained the syllabus that the pupils undertake on their road to 'First Solo' flying the Grob G115 Tutor.

AWARD PRESENTATIONS

Our day ended back at the Officer's Mess, where, after dinner, we gathered with Flt Lt Sam Burgess and Gp Capt. Chris Royston-Airey for the presentation of awards on behalf of the Company.

REPORT: LUNCHEON CLUB

By Liveryman Ruth Cundy

Around 70 Air Pilots and their guests met at the RAF Club for the 66th meeting of the Luncheon Club on 20th September. It was good to see old friends – and notably some new young members on their first foray to the Luncheon Club; a mix of young and old(er) who gelled together well. After grace eloquently given by Liveryman Dacre Watson, luncheon was to the Royal Air Force Club's splendid standards.



Andy Richardson

Our speaker was the very excellent Upper Freeman Andy Richardson, former Nav Radar on Avro Vulcans during the Cold War. Andy became interested in flying after joining the RAF when he learned that aircrew earned an extra 25 shillings (£1.25) a day flying pay – whether they flew or not!! He retired from the RAF in 1980 and later found himself working with McDonnell Douglas and playing a key role in the Apache helicopter programme – this continued through the merger with Boeing – and through retirement into a consultancy role. Andy entertained, enthralled and amused the Company in equal measure with his talk on Britain's V Bombers – the ultimate peacekeepers – most suitably illustrated by an array of personal photographs.

The development of the V Bomber came about with the perceived rise in threat from Russia in the late 1940s and the realisation by the powers that be that a new aircraft was urgently needed – to be powered by four jet engines and capable of flying high and fast to avoid detection and interception. It should have the capacity to deliver one single nuclear bomb precisely on target and be operable by a five-man crew. Three companies were selected: Vickers produced 107 Valiants; Handley Page built 86 Victors; and AV Roe built 136 Vulcans. The first delivery to the RAF of these aircraft was in 1956 – by 1982, most of them were retired. Of these aircraft, the only type

Our last meeting all together was in the common room, for one final presentation – a talk from Tony Hoskins, one of the leading figures behind the restoration of a PRU Spitfire, AA810, which was based at RAF Benson for a period during World War 2. The project is dedicated to those who risked their lives flying photo reconnaissance, an often-overlooked role. For more information on their amazing story and cause, visit www.spitfireaa810.co.uk. Once again, we would like to thank all those who helped make this visit a possibility.

to drop a nuclear bomb was the Vickers Valiant, which dropped a total of eight atom and hydrogen devices over Australia and Kiribati between 11th October 1956 and 11th September 1958.

Andy then went on to introduce us more fully to his patently much-loved Vulcan, which was not without its weaknesses: cramped cockpit, no rearcrew ejector seats, poor compass system, poor altimeters, and considerable crosswind landing limitations. He chatted about the structure of the 10 V-Bomber bases in the UK, each with typically a 10,000ft runway, three squadrons per base with 11 crews on each squadron – thus 200 active aircrew and 2,500 support staff per base. When dispersal units were added, this amounted to 36 V Bomber-capable airfields – not an Air Force estate we would recognise now!



Avro Vulcan B.2s of 83 Squadron RAF

He led us gently and amusingly through the approach to aircrew selection and typical training sorties, and 'jollies' to places such as Goose Bay, Gan, Nellis, Kai-Tak, Muscat and Akrotiri. Should the worst have happened – Andy went on to outline the plan which, as he pointed out, would have been a one-way ride to Armageddon. Nuclear-armed V-Bombers were never scrambled in anger – proof that these deadly but arguably beautiful aircraft did exactly what they were intended to do.

If you want to know more about the Luncheon Club, volunteer to speak or give Grace, generally help, or have suggestions or questions – please contact me on

ruth.cundy@gmail.com.

□



A perfect day for viewing LAA's operations (Dominique Legat)

LIVERY CONSORT'S VISIT TO LONDON'S AIR AMBULANCE

By The Mistress, Dominique Legat

The Ladies Visit arranged by my friend Eileen (Keegan) to London's Air Ambulance (LAA) last year afforded me valuable insight into the critical role and unwavering commitment of its emergency teams. During that visit, I learned that the LAA had initiated a two-year fundraising campaign aimed at raising £15 million before the end of 2024. This fundraising endeavour is intended to replace its two ageing helicopters.

LAA stands apart, not only as a charitable organisation, but also in its unique capabilities among air ambulances. It consistently deploys medical doctors on its missions, enabling it to conduct complex medical procedures such as open-heart surgery and on-site blood transfusions. LAA holds the distinction of being the first air ambulance service in the UK to execute innovative procedures such as REBOA (Resuscitative Endovascular Balloon Occlusion of the Aorta) in pre-hospital settings, a ground-breaking technique used to manage haemorrhaging in trauma patients.

Jonathan (Master) decided without hesitation to continue supporting the London's Air Ambulance as the Master's Charity for a second year. Encouraged by his commitment, I embarked on a personal mission to raise awareness among some of my fellow Livery Consorts.

FURTHER CONTRIBUTION

More than 30 Liveries already lend their support to LAA, but I saw an opportunity to further contribute during a visit on 6th September. On this occasion, I had the privilege of taking eight consorts/friends on a tour of the helipad at the Royal London Hospital. Given potential safety limitations on helipad operations, we were fortunate that we were graced with near-perfect weather conditions.

We were warmly welcomed by our lovely hosts, Phoebe and Tanya from LAA's Philanthropy department. They

informed us that the helicopter had just departed but assured us that it would return shortly.

They were true to their word; within a mere 10min we found ourselves gathered at the base of the observation gangway, from where the distinctive silhouette of a red helicopter appeared on the distant horizon.

Once the helicopter's rotors ceased their whirring, we were granted safe access to the helipad, where we eagerly listened to a presentation of the helicopter and the life-saving medical equipment it carried onboard.

A REAL EMERGENCY

As we were engrossed in the informative presentation, the reality of the situation became palpable when the shrill sound of a siren pierced the air. We were informed that LAA had received a new emergency call. We retreated to the gangway at a safe distance from the helicopter, which then ascended before seemingly hovering and then darting toward the location of the distress call.

We were then taken to the control room, where we were able to track the helicopter's movements on an interactive screen. Although everyone marvelled at the landing and take-off, they were aware that these skillful actions were driven by someone's urgent need for emergency medical assistance.

My guests witnessed the exceptional work and unwavering dedication of the LAA teams, who remain on constant alert throughout their service. As I had gently asked, they were eager to share their experiences with their respective Liveries, and it's heartening to note that LAA has already seen positive outcomes following our visit.

For comprehensive details regarding LAA's mission and fundraising efforts, you may refer to its official website:

<https://londonsairambulance.org.uk>

□

AFFILIATED UNIT NEWS: No 14(AC) SQUADRON

By Officer Commanding, Wg Cdr James Boning

Autumn has arrived and with it the wind has been switched back on here at RAF Valley. Our exposed location on the Isle of Anglesey, in the middle of the Irish Sea, means we are all too used to extreme weather conditions, but have fortunately been spared the worst offered by the first 'named' storms of the season. This has enabled us to continue delivering trainees to the frontline, with a now regular drumbeat of trainees departing for both Typhoon and Lightning conversion units.

With the lengthening nights, it is now possible to catch up on the night flying aspects of the course. In addition to familiarising trainees with operating a fast jet at night, tactical training also takes place, which includes basic target intercepts, dynamic missile defence manoeuvres and night close formation. The latter is designed to prepare

trainees for their future front-line challenge of joining and manoeuvring around a tanker aircraft at night, where disorientation is a very real risk. □

Valley gets ready for night flying training



GAZETTE

APPROVED BY THE COURT 16 NOVEMBER 2023

ADMISSIONS

As Upper Freeman

Brett Trevor BOOTH (AUS)
Derek MAY (OS)
Jonathan George PARKER
John Lee ROBERTS
Michael Allan SOMMER (OS)
David James TAUDEVIN
Anton Gustav VAN REENAN (OS)
David Christopher WALLSWORTH

As Freeman

Sammy Lee NASSIRI
Annalisa RUSSELL-SMITH
Peter James Anthony YARDLEY-JONES

As Associate

Avinash Rohit ANANT
Lily AYRES
Joshua Richard FUNG-ON
Adrienne Tess HOUTMAN (AUS)
Jennifer Mary KELLETT
Antoni KRZYZOS
Paolo LOZZA
Nandini NANDINI (AUS)

Andrew Glennon PRIOR
Mackenzie Fynn ROGERS (AUS)
Jameelah WILLIAMS-BAFFOE
Scholarship Winners 2023
Khalid ABDULGHANI
Jacob COOPER
Sophie Marguerita Jane DURBIN
Josh FAGAN
Emma Elizabeth LEES
Andy Daniel LIMBAYA
Jack Harvey LIPPIATT
Mollie WADSWORTH
Hannah Elizabeth WHELAN
Matthew BECKETT
Jonathan Michael STAMP

ACKNOWLEDGED BY THE COURT 16 November 2023

REGRADING

To Livery

Brian HOLLIDAY
Roger LANG (AUS)
Barbara TRAPPETT (AUS)
Robert JONES (HK)
Simon PHIPPARD

As Upper Freeman

William PEARCE

REINSTATEMENT

As Freeman

Enrique NIETO WILLIAMS (OS)

As Upper Freeman

Lucas DOWD (AUS)
Phillip Anthony HARRALL (NZ)

RESIGNATIONS

Russell ANGUS (OS)
Xavier BRITZ
Howard BURTON
Robert DAVIS (HK)
Enzo DAGHINI
George DRUTTMAN
Basil EVANS
Richard GARDNER
Rachel GARDNER-POOLE
Adrian GJERTSEN
Carl GRUNDY
Phillip HAYWARD
Nicholas HOLMAN
Christopher JEPHCOTT
Andre JOUBERT (OS)
Lukas KAUFMANN (OS)
Billy McGEE (NA)
Alexander McKEMEY (HK)

Thomas McNICHOLAS

Simon REA (OS)
Joseph ROSAMOND (NA)
Brian SHAW (NA)

FORFEIT ALL BENEFITS

Jonathan BRADY (HK)
Gabriel CHAN (HK)
Michael HALL (HK)
Peter HUDSON (HK)
Simon HUREK (HK)
Victor LEUNG (HK)
Dominic POTTIE (HK)
Patrick PROUDFOOT (HK)

DECEASED

Peter SEDGWICK
Howard WHEELDON
Colin WRIGHT





THE MASTER'S MESSAGE

By The Master, Capt Jonathan Legat

Is it really December already? Where has 2023 gone? My message in the October edition of *Air Pilot* brought us to the end of August: September saw the Livery Companies' diaries filling up again.

First for me was the *Glasgow in London* dinner, an annual event which celebrates the relationships between the Glasgow Incorporations and the Livery Companies of the City of London. It was a good opportunity to cement relations after the successful London Livery weekend held at Glasgow in June. This was closely followed by the visit organised by the Mistress, Dominique, to the Coronation Exhibition at Buckingham Palace (see p7). I was fortunate enough to attend to see for myself the Coronation Anointing Screen, to the creation costs of which the Air Pilots had contributed.

I was honoured to attend the Battle of Britain 83rd anniversary and rededication service in Westminster Abbey on 17th September. After the service there was a fly-past by two Supermarine Spitfires which circled overhead three times - we were all suitably impressed, especially when Past Master Cliff Spink looked up and said: "I've flown both of those", but I am not so sure the Heathrow controllers were as impressed.

The next day I put in a brief appearance at the Old Bailey,



City Harvest can provide over 1.1 million free meals a month

nutritious food enough for over 1.1 million meals a month, preventing it from reaching landfill. In thanks for the Air Pilots' contribution, we were presented with a plaque which may be seen on the wall in Air Pilots House.

The Visits team, with special thanks to Jeff Cleary, worked its magic again for the visit to Biggin Hill, my old stamping ground. We were welcomed by David Winstanley, the CEO at Biggin, who gave us a comprehensive view of the business at this historic airfield. We then toured the hangars, seeing executive jets, helicopters and vintage aircraft. (see p4).

to the Livery Charity Chairs Reception in respect of the Livery Food Initiative, which supports City Harvest, the food redistribution charity, in helping to keep the vans rolling to provide much-needed food to London-based charities. They 'rescue' and deliver free

On Michaelmas Day I took part in The Lord Mayor's Election. The formalities start with the Masters of the 111 Livery Companies in all their finery processing across Guildhall Yard for the traditional service at St Lawrence Jewry, after which they process back to Common Hall for the election. This ceremony follows a traditional format and we elected Alderman Michael Mainelli who will have been sworn into office in the Silent Ceremony, as the 695th Lord Mayor of London, the day before the Lord Mayor's Show.



London's Mansion House: venue for the Coronation thanks dinner

Whilst some members were enjoying their trip to Italy, (see p4), I attended the Lord Mayor's Cadet Music Competition for corps of drums, bands and solo buglers, in Guildhall Yard, all of which I thoroughly enjoyed (as a former Drum Major myself). The participants were full of eager anticipation at the reception and prize-giving in the crypt. Both the prize winners and all those who had taken part deserve our heartiest congratulations.

Other events I have attended included: the City of London School, Lord Mayor's Prize Day, at which some of the prizes were donated by the Air Pilots; RAF Annual Receptions at Brize Norton and Odiham; and an instructive evening with Veterans' Aid, a charity which battles homelessness and crises helping ex-servicemen and women. Perhaps the highlight of my year was to attend the dinner to mark the contribution of the Civic Institutions of the City of London to the Coronation of their Majesties, The King and Queen in Mansion House. The King, our Patron, gave a long speech, widely reported in the press, whilst Queen Camilla wore the Girls of Great Britain and Ireland tiara, most closely associated with Queen Elizabeth II and originally given to King Charles's great-grandmother, Queen Mary, as a wedding gift in 1893. At the time of writing, late October, I am preparing for our Trophies and Awards Banquet and will shortly set off on part two of 'The Master's Tour' to New Zealand, Australia and Hong Kong: a report will follow in the next edition of *Air Pilot*.

May I wish you all a very happy and healthy festive season and New Year.

Fly well, and happy landings.

□



REGIONAL REPORTS

Regional Report: New Zealand

By Freeman Brett Nicholls



On a blustery and grey spring Sunday 17th September in Auckland, the New Zealand Warbird Association (NZWB) conducted the annual Battle of Britain flypast over the Auckland War Memorial Museum and Cenotaph, coinciding with an annual memorial service held at the Museum. The Auckland War Memorial Museum is one of New Zealand's most important museums and war memorials, standing on Observatory Hill, the remains of a dormant volcano near central Auckland.

the evening after the flypast at Cape Turnagain on the east coast of the North Island wind gusts of 108kt were reported.) I personally didn't think we would get the flight away and believed it would be yet another cancelled Battle of Britain flypast.

Notwithstanding the forecast, on the 17th we arrived early at Ardmore and started to pull the aircraft out. We had a number of formations to fly over the Cenotaph at the War Memorial Museum, with 15 aircraft taking part.



The Harvard fleet prepares for take-off (All pics Errol Cavit)

Frequent changeable weather conditions come with the dreaded cross winds at our home airfield, Ardmore Airport. Ardmore is the home base of NZWB and has a reasonable collection of warbird aircraft, including a two seat Supermarine Spitfire, North American P-51 Mustang and a number of Harvards, Curtiss P-40 Kittyhawk and an assortment of lighter aircraft such as de Havilland Tiger-Moths and Miles Messenger. Ardmore is also home to a number of world-renowned warbird restoration facilities including Avspecs (the world's de Havilland Mosquito rebuild specialist) and Pioneer Aero (specialist in rebuilding P-40 Kittyhawks).

CROSSWIND CARE

Ardmore is an uncontrolled aerodrome with a traffic advisory service (Unicom). It has a 1,411m sealed runway 03/21 and a shorter 519m parallel grass runway. Neither of these suits a wind coming from the west, particularly when taildraggers are involved! There is a cross (grass) runway 07/25 which, at 597m long, is normally suitable to be used in the spring conditions. However one has to be very careful when using this: it is used infrequently, and with Ardmore being home to a number of busy flight schools, there could be a number of student pilots in the circuit using the 03/21 vector and unaware a cross runway even exists!

The day displayed typical Auckland spring conditions, with a westerly to north-westerly breeze ahead of a very strong cold southerly front, coming from Antarctica> (On

The main formation was seven Harvards/T-6 Texans, a P-40 Kittyhawk, two Tiger Moths with a Piper Cub as lead, a Miles Messenger, two Chipmunks and an ex-Vietnam Cessna Bird Dog. NZWB is a signatory of the FAST (Formation and Safety Team) system and we fly these sorts of events using FAST protocols which include a thorough brief and debrief for both the flypast itself and individual formations. This was conducted at 09:00 with time over target of 11:00. With the winds getting stronger and being more northerly than westerly (300° magnetic, 13kt gusting 19kt) it was clear that this did not suit any of the Ardmore runways and it was more than likely we would have to plan on using the cross runway with a strong cross wind – gulp! There was also a 20kt headwind from the north at 2000ft, which we would have to fly into to get to the City. Given the wind and weather conditions it was agreed that the formations would take-off in fly-past order, with the slower aircraft taking a more direct route, the seven-ship Harvard formation leading the flypast and the P-40 Kittyhawk trailing behind.

STANDARD ROUTING

The routing was standard for this annual event: depart Ardmore, transit over the spectacular Hauraki Gulf, hold over Rangitoto Island (an extinct volcano in Auckland Harbour at 853ft high), then to the southern tip of Auckland's North Shore, a left turn for a straight run-in to the Cenotaph with smoke and lights on, a right turn past Mount Eden (another extinct volcano), fly over the



Museum of Transport (MOTAT), then back to Ardmore via the Harbour Bridge and Waitemata Harbour - in total, a 40min flight.

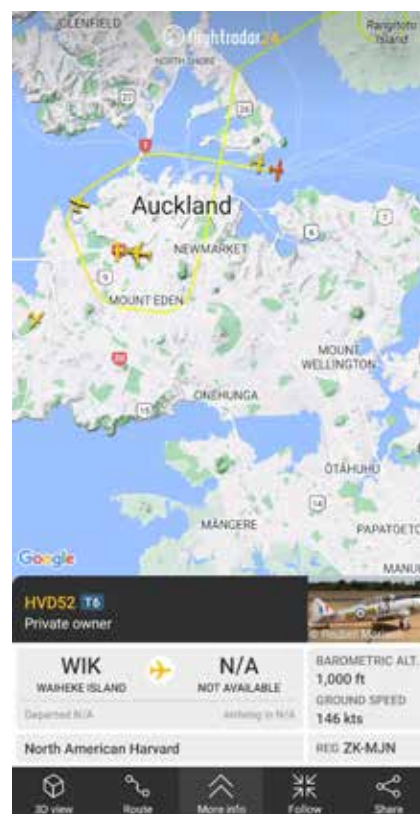
There was a fair bit of mechanical turbulence created by the winds in the Clevedon Valley, where Ardmore Airport is located, this smoothed out once we got our 'feet wet'. Given the strong north to north west head-wind the Harvard formation and P-40, unusually, only did one holding orbit above Rangitoto Island before running in to the Cenotaph at the Museum. The run-in and fly-past itself went smoothly, although the slower aircraft struggled to meet their timings given the strong head-wind.

The return to Ardmore was uneventful, apart from encountering turbulence again, and then came decision time on which runway to use. We had expected and briefed to use runway 25 grass and join overhead the airfield via a five-second formation break into the downwind leg for a standard, albeit wide, pattern for runway 21 then a left turn onto final for runway 25. We do this so student pilots at Ardmore understand where we are, and we don't disturb the pattern too much when we return. In reality it is a little challenging, as there is a restricted area near the downwind leg, so landing on runway 25 means a bit of a dogleg to allow enough room for a base leg and final approach to the runway while not entering the restricted area.

But hey, after a successful Battle of Britain flypast and with the wind backing to 260° magnetic how hard can it be – not terribly, as we all landed back safely, debriefed and put the aircraft away ahead of the forecasted bad weather.

From about as far away as one can get from the United Kingdom both in distance and time since the battle, we did our bit to recognise

the sacrifices of the brave young men and women, including many Kiwis, who faced the onslaught of tyranny 83 years ago. Lest we forget.



The flypast route over downtown Auckland



Regional Report: Hong Kong

By Hong Kong Region Chair, Valerie Stait

Following the summer break, we have started a career development initiative, getting trainees together with our trainers to talk flying in a relaxed setting. The idea is to recreate the 'bar chat' we used to have, allowing people to ask questions and run through scenarios with their peers and each other in a low-key, relaxed environment over a beer. This is open to all levels, so it has also been an opportunity for young people aspiring to get into aviation to join the evening, learn more about becoming a pilot and get support with their next steps.

We heartily congratulate our Vice Chairman Robert Jones on gaining his Freedom of the City of London and upgrade to Liveryman at the Trophies & Awards Banquet. Rob flies long-haul out of Hong Kong as First Officer Relief Command on the Airbus A330/A350, having previously flown Boeing 777s. He also spent time on Eurocopter Squirrel AS350s as an RAF trainee pilot until



No bar to career development in Hong Kong!

redundancy a few years ago, which drove him to join the airlines. As well as Vice Chairman, Rob is our GC member for Merchandise and Wellbeing, and hopes to help create and develop a Company peer support network in Hong Kong for our members.



Regional Report: North America

By Liveryman Jonathon Dugdale, Chairman

The Federal Aviation Administration (FAA) reports that only 4.6% of airline transport pilots, 2.6% of aircraft maintenance engineers and 3% of airline executives are women. Further, less than 0.5% of aircraft maintenance engineers are women of colour.

'Iskwew' (pronounced ISS-KWAY-YO) is the word for 'women' in the indigenous Cree language, and Iskwew Air is doing its part to transform the aviation industry.

Iskwew Air received the blessing from the Musqueam Indian Band to operate on its traditional unceded territory on 21st September 2018, and began chartered operations in October 2019. In 2021, it made its inaugural commercial flight from Vancouver International Airport (YVR), and operates from the airport's South Terminal, offering daily scheduled services between Vancouver and Qualicum Beach on Vancouver Island, cargo services and flights to remote indigenous communities.



Teara Fraser – the first indigenous woman to run a Canadian airline

Teara Fraser, named in the 50 Canadians on the Mcleans 2021 Power List, is Iskwew Air's owner and Executive Leader and a proud Métis woman. She is a commercial pilot and licensed AME and in 2019, less than a decade after she earned her commercial pilot's licence, she became the first indigenous woman in Canada ever to run an airline when she launched Richmond, British Columbia-based Iskwew Air.

Flight Operations are led by Kevin Varey, Chief Pilot, who has been flying Piper Navajos since 1994 and has logged in excess of 10,000h on type.

WOMAN OF COLOUR

On 11th March 2021, Iskwew Air announced the launch of its aircraft maintenance organisation (AMO) led by a woman of colour, the date chosen because it was the 40th anniversary of the first woman in Canada being licensed as an aircraft maintenance engineer.

Alisha Sohpaal, Iskwew Air's Aircraft Maintenance Engineer (licensed M1 & M2) and Person Responsible for Maintenance (PRM), says: In my experience as a licensed aircraft maintenance engineer, because there are so few of us, we stick out like sore thumbs in a hangar. We are constantly questioned about what we're doing and why we're doing it simply because we look out of place." She continues: "It is exhausting having to justify yourself and

your abilities to your colleagues who should be trying to support you, not scrutinise you. Iskwew Air is a place where everyone is uplifted, supported, welcomed, and celebrated for being their authentic selves."

On 26th September 2022 Iskwew Air and YVR signed a memorandum of understanding (MOU) that strengthens the working relationship between the indigenous, woman-owned airline and the airport. The MOU is based on collaboration to enhance connectivity across communities in BC and will see the two organisations share best practices and knowledge in marketing and communications, operational innovations, and sustainability. The journey to a more sustainable industry ecosystem will begin with joint efforts to reduce greenhouse gas emissions and advance each other's climate and sustainability goals, such as YVR's Net Zero by 2030 objective.



Alisha Sohpaal: "We stick out like sore thumbs."

Teresa says: "This historic agreement is about so much more than an agreement between an airline and an airport; this is a demonstration of what is possible for a collective future." We look forward to continuing to connect people with each other and the land alongside our friends at YVR. We know together we can transform the aviation industry into one that is based on reciprocity, relationships and sustainability."

Another example of partnering is with InDroneRobotics. Its President and CEO, Phillip Reece says: As the new technologies RPAS (drones) and Advanced Air Mobility (AAM) are shaping the future of transportation, it is imperative that the opportunity to be part of this exciting new wave of career is shared with everyone. Together with Iskwew Air, we are offering the tools needed for communities to train and gain the certification to fly RPAS, giving their careers wings."

Teara and her capable team have managed to build a successful and inspirational airline focussed on working in partnership to create "...sustainable air transportation, bringing innovative technology solutions to serve social, ecological and environmental justice". She says: "We need airplanes, but we also need to be really thinking about reciprocity with the land and how we walk more gently on our Mother Earth." In so doing, she hopes to be part of the solution that will "...honour, uplift and energise the indigenous land story, sovereignty and stewardship". □



Regional Report: Australia

By Liveryman Rob Dicker

In the last edition of *Air Pilot*, I previewed the three units/organisations that are affiliated with the Australian Region and so it was fitting that in October, together with Region Chairman, Liveryman Spencer Ferrier and Upper Freeman Phillip Reiss, I attended the annual Induction Dinner of one of them, the Australian Aviation Hall of Fame.



Rob Dicker, Spencer Ferrier, recently-clothed Liveryman Barbara Trappett and Phillip Reiss

More than 200 guests assembled for the Gala Dinner held in the Hall of Fame's premises, housed within the main hangar of the Historical Aircraft Restoration Society at Shellharbour Regional Airport (about 1½h drive south of Sydney). The presentation of Commemorative Plaques was assisted by Australian aviation legend and fellow Inductee, Dick Smith AC.

The inductees this year included Christine Davy MBE who, in 1974, became the first woman in Australia to gain a First Class Airline Transport Pilot Licence (ATPL) – Aeroplanes, and the first woman in Australia to be employed as a Captain of an airline, the then-Connair (formally Connellan Airways, now Northern Airlines) in Alice Springs. Later Christine went on to gain her Air Transport Pilot Licence – Helicopter, the first Australian woman to attain that qualification. Christine was well supported by a large crowd of members of the Australian Women Pilots Association.



Barbara Trappett, Upper Freeman Cathy Hobson, Bob de la Hunty (President of HARS), Spencer Ferrier

Also inducted this year were Raymond Parer AFC and John McIntosh AFC, who were contemporaries of the more famous Smith Brothers and like them competed in the epic Britain-to-Australia Air Race of 1919. They were the only other crew to complete the race and became, in the process, the first crew to successfully fly a single-engine aircraft between Britain and Australia. John McIntosh sadly died in an aircraft accident not long after their historic flight, while Raymond Parer went on to become a pioneer of aviation in New Guinea. The Commemorative plaque was accepted by Ray's very spritely 91-year-old son.

AIR-RACE INDUCTEES

The final Inductee was Captain Edgar Charles Johnston, a decorated pilot in World War I, and later a surveyor and pioneer of Australian Aviation. Throughout the first 35 years of Australia's Civil Aviation Agency's history, he played a major part, at the most senior levels of responsibility, in forming the structure of airports, air navigation facilities, airworthiness monitoring, licensing standards and air transport standards.

The final presentation of the evening was the Southern Cross Award, which is especially designed for organisations which, like individual inductees, have made an outstanding contribution to civil aviation. This year's recipient was Australian Flying Magazine, one of Australia's most comprehensive, popular and enduring aviation publications, having been produced for more than 60 years.

REMOTE T&A

On the morning of Friday 27th October, because of the 11h time difference between London and Sydney, I was able to watch the live stream of this year's Trophies and Awards Banquet while enjoying my early morning cup of coffee. As usual, the line-up of award recipients and their citations was impressive. I was particularly pleased to see that Careflight Australia had chosen to fly three of its crew members to London to accept the Barry Marsden Memorial Award for their efforts in response to a flood emergency in the small NSW town of Eugowra. Coincidentally, as the events that led to this award were unfolding, IPM Robin Keegan and a small group of Air Pilots were in the Operations Room at Toll Helicopters (another HEMS provider) at Bankstown Airport, Sydney looking at their situation monitor and wondering where Eugowra was, and why so many HEMS aircraft had been tasked to the area.

The dinner programme

As I write this article the Master's Visit to Australia is just underway with a very successful Formal Dinner and presentation of Awards in Brisbane and more to follow over the next two weeks.

All the very best to all Air Pilots for the coming Festive Season. We trust that you will keep safe and enjoy some time with family and friends. □





REPORT: THE YOUNG AIR PILOTS

By Freeman Dominic Registe, Chairman

Our contribution to aviation, beyond the controls of aircraft, is one that can be difficult to quantify at times and can often go unnoticed. A passion for our industry, what it stands for and what is achievable fuels this firm commitment however, and lends purpose to many of the good things we achieve as a Company every day.



The White Waltham barbecue took place in perfect weather

Competent, dedicated aviators are essential to the continuation of this good work and in recent months I have had the pleasure of hearing from a large number of young members quietly progressing within the industry. With some commencing fast-jet training at RAF Valley, several recently completing Elementary Flight Training with fast-jet recommendations, alongside a handful who have passed aircrew selection and flying grading for the RAF and British Army respectively, it is an incredibly exciting time for those starting their military careers.

It is an equally promising time in the civil world for Young Air Pilots, with a large number embarking on their first commercial jobs, a small number going through command courses and some incredible flying updates and footage from balloons, gliders, powered-aircraft and drones. As always, do please continue to keep me updated.

The Young Air Pilots Summer Barbecue in late September, held once again at West London Aero Club, home also to the Air Pilots Flying Club, proved to be the last of the warm-weather socials in the calendar and most definitely lived up to expectations. There was an argument that it was perhaps too warm, with temperatures into the 30s: thankfully, however, the historic clubhouse and outdoor marquee sheltered all who wished from the sun. The fully stocked bar played a supporting role too.

Events such as these always prove to be wonderful opportunities to make new friends, reacquaint with old, and of course network in an informal setting. With an impressive breadth of flying experience, ranging from

Chinook captain to aspiring PPL holders, everyone was at ease and conversations extended well into the evening. Special thanks must also be extended to the Master and PM Roger Gault, who very kindly attended. It was indeed very much appreciated.

RECORD YOUNG ATTENDANCE

The Trophies and Awards Banquet is undoubtedly the highlight of the Company social calendar and October 26th saw members and guests from around the world descend on the extraordinary Guildhall, London. Recognising outstanding achievement from all areas of aviation, some of the most preeminent aviators in the industry were in attendance and contributed to what was a spectacular evening of dining, conversation and pageantry. The opportunity to celebrate the most commendable of achievements in the unique setting of Guildhall consistently proves to be an unbeatable combination. A record number of Young Air Pilots was in attendance this year and, schedules permitting, I look forward to seeing even more of you at the banquet next year.



Youthful exuberance at the T&A Banquet

In contrast to previous years, the Air Pilots scholarship application window will already be open when this December issue appears. Launching the scholarship campaign considerably earlier will enable a larger and more favourable window of time for applicants to prepare their applications, as well as avoid busy exam and revision periods for those who progress through to final interview at Air Pilots House. With applications for PPL and gliding scholarships closing on 9th January and 6th February respectively, do please encourage all those beyond the umbrella of *Air Pilot* who may benefit from applying.

With this issue of *Air Pilot* being the last in the year, some exciting plans are already well underway for the calendar year ahead. Needless to say, the Young Air Pilots Committee will be in contact in due course to provide a number of notable dates for you to earmark for 2024. On behalf of the entire Committee, I wish you all an enjoyable festive period and all the best for the New Year. □





FROM THE DESK OF THE DAA

By the DAA, PM Nick Goodwyn

In the October 2022 edition of *Air Pilot*, I reported that the Government had launched an independent review of the UK's Civil Aviation Authority (CAA). The aim of the review was stated as to ensure the provision of world leading regulation and public services for decades to come.

The remit of the review included everything from ensuring the highest standards of aviation safety and security, to the efficient use of airspace, space operations and protecting consumer rights. In the launch statement, the Government saw the CAA as vital to the UK's position as a world leader in aviation and aerospace. The review was conducted by a team led by Jeremy Newman from the Government Legal Board and Chief reviewer for the Department for Transport (DfT) and was published in the late Summer this year.

WORLD-LEADING

The review concluded that the CAA fulfils a critical role as the UK's aviation and aerospace regulator; that it is regarded as 'world leading' in its aviation safety role by other major International Aviation Regulators and others, and noted that it had received an outstanding review from the recent safety audit carried out by the ICAO. That was the first independent review of the UK CAA since leaving the European Union Aviation Safety Agency (EASA). Overall, the CAA's performance as a safety and security regulator was assessed as exemplary.



CAA: an "exemplary" safety and security regulator (Pics: CAA)

The review noted that the CAA has an important role in respect of the safety regulation of emerging technologies and space flight and that it also has an important role to play in supporting the DfT in addressing the challenge of sustainability and the move to jet zero. Since the review was published it has been widely reported that the current government has slowed on the pursuit of its

environmental goals but without a clear message on how this will affect the aviation *Jet Zero* ambitions.

Aside, thus arguably the work of the Air Pilots environmental group and its inter-livery paper to inform the City of London and Lord Mayor's *Net Zero* sustainability summit titled *Globalising Net Zero Aviation: leveraging London to meet Paris* becomes of even greater importance within the context of providing insight in the Lord Mayor's support of the financial services to become net zero and to understand the real economic impact of finance and investment in a hard-to-decarbonise sector. The paper asks: "What can the City of London do to enable global net zero aviation to happen?"

It concludes that the aviation sector offers an opportunity for the City of London Corporation to harness an independent, inter-livery approach to sustainable aviation that is global in scope and demonstrates a real and tangible economic impact of the financial services, fostered through the Green Aviation Task Group (GATG) which can support the Lord Mayor's overseas engagements and influence. The GATG advocates sustainable aviation – the resilient, stable growth of profitability with minimal environmental impact – including net zero.

INDEPENDENCE VALUED

Back to the CAA review, it notes that, while some other aviation regulators are parts of their relevant governments - notably the US regulator, the Federal Aviation Administration (FAA) - the overwhelming feedback is that the CAA benefits from its status as an independent entity and recommends that it should continue in its current legal form. However, the review noted that some stakeholders are confused as to the respective roles of the CAA and the DfT and that, on occasion, the views of the CAA and those of the DfT may not be fully aligned.

The review recognised that the aviation sector and the CAA faced an unprecedented challenge from the Covid-19 pandemic, when the DfT provided financial support for the CAA. The CAA's focus had been on the sector and not its own internal organisation, and now needed to focus on being forward-looking and endorse the principles of an efficiency and reinvestment plan. This sets out how the CAA will achieve a 5% reduction in like-for-like costs over a three-year period to both reinvest in a customer service and modernisation plan and also deliver Consumer Prices Including Housing (CPIH)-1% changes in the CAA's statutory charges. The review noted

that the efficiency and reinvestment plan is challenging but delivers the 5% efficiency required by the Cabinet Office. Following detailed consideration, the review concluded that any further reduction in costs would damage the CAA and the services it provides.

The plan, and related customer service and modernisation plan, will involve a significant upgrade in the CAA's IT systems and enable most processes to be dealt with online, significantly reducing the volume of non-automated, manual and spreadsheet-based processes. This will be the most significant process transformation programme ever carried out by the CAA, and appropriate governance will be important. Many Air Pilots would welcome the investment in the CAA customer services, notably the shared services centre effectiveness, however there will be undoubted concerns over ever-increasing costs of using those services.

LIFE OUTSIDE EUROPE

The review stated that the CAA has navigated the challenges and opportunities arising from the UK leaving the European Union and the need to rebuild capabilities that were previously handled by EASA. Feedback, including from other leading international aviation authorities, is that the CAA has handled this well. They have suggested that, outside EASA, the CAA can be more responsive, as it no longer needs the agreement of other countries before making decisions and that this could be an advantage in regulating new and emerging technologies. Whilst the latter statement of intent is reasonable, it was surprising that the review did not acknowledge the limited capacity afforded for DfT and Parliament to enable new - or the updating of existing - regulation and the challenges of drafting new or amended regulation by the CAA itself. This was not foreseen on leaving the EU and has created a perception of backlog in areas including the drafting of allied acceptable means of compliance and guidance materials. The review also does not address the question of, and concerns over, divergence from EASA regulation over time.

There are challenges in regulating safety for new and emerging technologies, which will also include developments to traditional aviation to address sustainability, particularly as regulation needs to evolve alongside the changes in technologies. These are different challenges to those facing traditional aviation, and the CAA has recognised this. The review has made some recommendations about the processes for the regulation of new and emerging technologies which are intended to enable the CAA to be world leading in this area as it is in the safety regulation of traditional aviation.

NOTE OF CAUTION

Of interest, there was a note of caution from some in, particularly but not solely, General Aviation, urging that the CAA does not make changes from those regulations that applied when it was part of EASA without being clear why these changes are needed, and that new regulations continue to be proportional to the level of risk. In similar manner, while many stakeholders, as well as the largest CAA customers, were positive about their relationship with the CAA, this view was not universal and the review makes a number of recommendations about engagement with aviation consumers, CAA customers and stakeholders generally. It is hoped that alongside the CAA's new consumer strategy, which is very much welcomed, this should help the CAA be more outward-facing and give greater confidence to all stakeholders.

The Chair of the CAA has engaged actively in this review and initiated a number of changes to reflect the emerging findings of the review, and work has already started to implement many of its final recommendations. With the recent resignations of the Chief Executive Officer (CEO) and Chief Operating



Recent changes in CAA management include the appointment of Rob Bishton as Chief Executive

Officer (COO), and the possibility that there will be other changes to the membership of the Board as the terms of some Non-Executive Directors (NEDs) come to an end, it is important that the CAA has a highly engaged, well-qualified Chair:

The review concluded that a strong, independent CAA with a positive and mutually supportive relationship with the DfT benefits not only the CAA and the DfT but will also help the aviation and aerospace sector as a whole and enable it to continue to be a significant contributor to the UK economy.

The full review report can be found at:

<https://www.gov.uk/government/publications/civil-aviation-authority-public-body-review-terms-of-reference/civil-aviation-authority-review-report#terms-of-reference>

□

THE 2023 TROPHIES & AWARDS BANQUET

Following a Court meeting at which 10 new Liverymen were clothed, and certificates presented to 10 Master Air Pilots, one Master Air Navigator and two Master Rearcrew, and a reception, over 600 Members of the Company and their guests sat down to enjoy the Trophies and Awards Banquet at London's Guildhall on 26th October. Having embraced the full return of the ceremony of the Loving Cup and been entertained by The London Banqueting Ensemble, the Company generously applauded the 19 individuals and teams who were able to be present on the night to receive their awards. The Master's address and proposal of a toast to "The Award Winners and Our Guests" was responded to by the Representative Lord Mayor, Alderwoman and Sheriff Dame Susan Langley DBE, who proposed the toast to the Honourable Company.



New Liverymen: Jan Houlberg, Marland Green, Jeff Cleary, Ian Gale, Adrian Young, The Master, Brian John Holliday, Roger Lang, Barbara Trappett, Robert Jones, Simon Phippard



Master Air Pilots: Liveryman Alasdair Beaton, Robert Dowdell, Andrew McKie, Upper Freeman Colin Thirlwall, Nicholas Lewis, Richard Allison, The Master, Glyn Price, Andrew Griffiths. Master Air Navigator: Freeman Jason Phillips; Master Rear Crew: Alistair Kitwood, Richard Taylor



IPM Captain Robin Keegan with his Master Air Pilot certificate



The Award of Honour: BBMF Chief Technician Stu Read, BBMF Chief of Staff Flt Lt Emma Phillips, BBMF Admin Officer Diane Law-Crookes, BBMF Chief Technician Jeff Gulliver, OC BBMF Sqn Ldr Mark 'Suggs' Sugden, The Master, Dame Susan Langley DBE.



The Company's Principal Guests: Master Engineer Consort Yvonne Joyce, Master Engineer Raymond Joyce, Master Nurse Elizabeth Bardolph, Master's Consort Dominique Legat, The Master, Alderman and Sheriff Dame Susan Langley DBE, Sheriff's Consort Gary Langley, Master Scientific Instrument Maker Aubrey Dunford



Mollie Wadsworth collects the Landymore Trophy



1st Lt Andrew Merkley USAF is presented with the Grand Master's Medal



Francis Donaldson receives the Sword of Honour



Liveryman Paul Stone collects the Hanna Trophy



Crew of Rescue 924 wins the Prince Philip Helicopter Rescue Award: (L-R) Jason Dibby, Mark Coupland, Carlton Real, Capt Debdash Bhattacharya



Master Captain Jonathan Legat



Taking the Loving Cup: Master Elect Richie Piper, Master SIM Aubrey Dunford, Warden Elizabeth Walkinshaw



Dame Susan Langley DBE (Principal Guest)

THE TROPHIES & AWARDS 2023

The Company's Trophies and Awards for 2023 were presented at the annual T&A Banquet, held at The Guildhall, London, on Thursday 26th October



THE AWARD OF HONOUR

RAF BATTLE OF BRITAIN MEMORIAL FLIGHT



The BBMF is now a regular, independent, supported RAF unit, funded by the Ministry of Defence and manned by established, full-time Service engineering personnel to maintain and operate its remarkable collection of 12 historic aircraft. The Flight now operates ten historic and irreplaceable Second World War era aircraft: an Avro Lancaster, a Douglas C-47 Dakota, six Supermarine Spitfires and two Hawker Hurricanes as well as two 1952 de Havilland Chipmunks.

At the heart of the Flight's ethos is the long-term preservation of its historic aircraft in airworthy condition. The BBMF personnel believe passionately that the aircraft should be kept where they belong, in the air.

The BBMF's commemorative role is perhaps its most important. For many the sight and sound of the BBMF aircraft has long been a tangible demonstration of the nation's respect and gratitude for those who designed, built, maintained and crewed our aircraft during the Second World War, as well as a tribute to those who died whilst doing so. It now flies in tribute to all those who have lost their lives in service with the Royal Air Force from 1918 to the present day.

Today the BBMF is typically tasked to fly at around 100 displays and 800 flypasts in each display season, generating over 1,000 individual aircraft appearances every year, with an estimated audience of eight million.

THE JOHN LANDYMORE TROPHY



MOLLIE WADSWORTH

Mollie Wadsworth won the Air BP Sterling PPL Scholarship and completed her training with Yorkshire Aviation Academy.

From the initial impression that she made upon the scholarship selection

committee to the approach she adopted during her flying training, Mollie was exemplary.

Her ground school results were top class and her whole approach to the learning process and personal application required to be a proficient and able pilot were present from the outset. Mollie's enthusiasm and determination to achieve her goal was evident to her ground and flying instructors. Her attitude was always positive, and she was a pleasure to teach.



THE GLOVER TROPHY

LT PATRICK RICHARDSON RN

Lt Patrick Richardson was an outstanding student during his time on the Commando 1 (Cdo 1) course (conversion to Merlin) delivered by the Operational Conversion Flight of 846 Naval Air Squadron (NAS). From the outset, his exemplary leadership and management

capabilities caught the attention of the instructional staff who appointed him Cdo 1 course leader for the initial stage of training.

In the cockpit Lt Richardson displayed an enthusiasm to learn, clearly demonstrated through his preparation for briefs and flying serials. Noted for his above average handling early on, he coped well with the rigours of the initial serials of the Conversion to Type (CTT) phase and quickly mastered the Procedural Instrument Flying (PIF) techniques of the Merlin 4. However, it was during the later CTT serials where his ability and capacity in the cockpit really came to the fore.

During the Conversion to Role (CTR) phase, Lt Richardson was confronted with multiple challenges. These included mountain-flying in Snowdonia National Park; an embarkation on HMS *Queen Elizabeth* for deck landing and maritime secondary roles training; leading an amphibious assault from ship to shore; and planning and executing a continental navigation detachment to Denmark. He was awarded the Westlands Trophy for the 'Best Pilot on Course'.

In isolation, Lt Richardson's achievements as a student pilot are impressive, however it is in the undertaking of additional responsibilities that makes him deserved of additional recognition.

THE GRAND MASTER'S MEDAL



1ST LT ANDREW MERKLEY USAF

First Lieutenant Andrew Merkley is currently serving as the United States Air Force Materiel Command Lead Test Engineer for the 661st Aeronautical Systems Squadron, a combined acquisition, ground, and flight test unit in

Englewood, Colorado. In this capacity he led a team of 40 personnel in test, executing seven separate special mission programmes, to include the development of a new United States Special Operations Command air-launched, unmanned aerial system on a classified platform, enabling successful all-weather targeting capabilities.

Lt Merkley played a crucial role in flight testing a new \$US42million engine, multiple propellers, and an upgraded lithium-ion aircraft battery for the Pilatus U-28 (PC-12) airframe. Additionally, he was the lead test engineer for a \$1.6billion dollar hypersonic missile program test series overseen by the Office of the Secretary of Defense.

Lt Merkley directed ground and flight testing of a \$585.000 ISR radar system upgrade on a low-density United States Southern Command counter-drug asset, thereby facilitating narcotics seizures valued at \$2.4billion. Moreover, he was vital to next-generation airborne sensor development, integrated testing, and operations by enabling the continued development of a \$100million sensor testbed platform.

Utilising his skills from the Test Management Course, he managed the live-fire test and evaluation of an upgraded Stand-Off Precision Guided Munition. His efforts facilitated the first-ever post-launch fusing update via the Situation Awareness Data Link, boosting weapon lethality. Finally, Lt Merkley planned and executed the simultaneous flight testing of six unique alternate positioning, navigation, and timing systems in a week-long, large force test event. He personally executed six sorties totalling 24 flight hours in a real-world global positioning system-denied environment, providing programme managers with actual system performance data.

THE MASTER'S MEDAL



FLT LT MATTHEW PILBEAM RAF

Flt Lt Matthew Pilbeam is a RAF Typhoon pilot serving with II(AC) Squadron. On 15th May 2022, he was flying one of two armed Typhoons on an operational mission over Iraq when both were forced to conduct an emergency diversion into Al Asad Air Base. After landing, the other pilot's cockpit canopy failed to open.

During a similar episode at this airfield in 2020 fire crews had cut through the canopy perspex to free the pilot as acute heat stress had become a risk to life. The pilot was injured during the rescue. Given the extreme temperature of +41°C on this occasion, heat stress was a grave concern, so the engines were kept running to maintain cockpit cooling.

Aircraft systems then began to overheat as fuel became insufficient for component cooling. This was a wicked problem: maintain engines running with a growing fire risk or shut them down and induce dangerous heat stress for the pilot. This stuck canopy left only two options: cut through the canopy or jettison it: both risked significant injury to the pilot and structural damage to the aircraft.

Flt Lt Pilbeam quickly assimilated the situation and assessed that an engines-running refuel would buy precious time for the pilot. However, it was a brand-new procedure that was tightly-controlled and permissible only under the supervision of qualified Typhoon engineers. He acted decisively, judging the threat to life to be the critical priority and closely supervised the aircraft refuel.

Eventually able to confer with Typhoon engineers in Cyprus via satellite communication, it was assessed that thermal expansion was the likely cause of the stuck canopy. Co-opting the fire truck in attendance, Flt Lt Pilbeam proposed a novel and innovative procedure to simply douse the canopy in cold water. This simple procedure had the desired effect, and the canopy was freed without any damage to the aircraft.

THE SIR ALAN COBHAM MEMORIAL AWARD

REV DR RICHARD WAUGH QSM

For the last 25 years, the Honorary Chaplain to the New Zealand Region, the Rev Dr Richard Waugh, has provided pastoral care to a large number of bereaved family members of the victims of aviation accidents and the wider community connected to those accidents. He has facilitated public memorial services to commemorate every major New Zealand air accident. It would be fair to say that in doing so he has raised the public profile of the Company more than any other person in the Region.

Richard Waugh is a well-known New Zealand aviation historian who was invited in 1998 by the then visiting Master to become the Honorary Chaplain to the NZ Region. Despite holding a number of important positions including being the National Superintendent of the Wesleyan Methodist Church of New Zealand, and the Chairperson of the New Zealand National Church Leaders Meeting (all denominations), Richard has organised public commemoration services at appropriate



times, normally near the site of each accident. The most recent one, the 60th anniversary of the Kaimai Range crash in which 23 people lost their lives, was held on 3rd July this year with a large attendance.

Undoubtably, his greatest achievement in the aviation field was to persuade the New Zealand government to finance and build a memorial to commemorate the crash of a McDonnell Douglas DC-10 on Mt Erebus, Antarctica in 1979 with the loss of 257 lives. Starting in 2016, a small group of Air Pilots and family members advised and supported Richard with this project. He continues to liaise with bereaved family members regularly, with the Ministry of Culture and Heritage, and the local Iwi (tribe), who own the land on which any memorial might be built.

THE PIKE TROPHY



ANTHONY COOKE

With 16 years at the Cambridge Aero Club, Anthony Cooke is well established as the Head of Training. He is regarded by all who have come in contact with him as a quite exceptional and exemplary flying instructor.

Anthony gained his Private Pilot's Licence in 1985, then a commercial licence

in 2006, and became a full-time flying instructor in 2007. He has flown over 40 different types of aeroplane and has amassed over 6,000 flying hours, of which 4,500 have been as a flying instructor, including 1,500h on the Extra 200 on which type he is regarded as one of the country's leading aerobatic flying instructors.

Anthony instructs on a wide range of aircraft types, but within the Cambridge Aero Club, in addition to the Extra 200, he has principally instructed on Cessna 152, 172 and 182 aircraft. His greatest strength as a flying instructor is his ability to identify and remedy students' problems.

Anthony is also a quite outstanding leader of his team of 14 flying instructors; another of his great skills and talents is his ability to assess and select talented instructors and to develop their skills in a uniform and standardised manner, thus achieving an exceptional standard of output from his entire team.

Anthony was also key to the process which led to the Cambridge Aero Club being the first flying school in the United Kingdom to achieve ATO (Approved Training Organisation) status. He was the author of the ATO manual and its associated Safety Management System

As a flying supervisor of student pilots, his own flying instructors, and more experienced, and accomplished pilots, Anthony is in a class of his own.

THE CENTRAL FLYING SCHOOL TROPHY

CENTRAL GLIDING SCHOOL INSTRUCTOR TRAINING TEAM, RAF



The RAF Central Gliding School Instructor Training Team (CGS Team) provides training and standardisation for all Qualified Gliding Instructors (QGLs) across 10 Volunteer Gliding Squadrons (VGS), throughout the UK, comprising c.240 QGLs and Graded Pilots who deliver gliding for the RAF Air Cadets. These QGLs are all volunteers, who deliver the highest-quality instruction every week at RAF Syerston, but also at weekends and in the evenings.

RAF Air Cadet gliding took a significant step back in April 2014, when a pause in flying took place due to airworthiness concerns. The Team did not fly for 6 months. Having overcome issues with their own currency and competency, they had to re-vitalise the core flying and instructional skills of the volunteers, some of whom had not flown for several years. As each VGS stood back up, the CGS Team spent several months on location to support a bespoke Return to Flying training package.

This challenge was exacerbated by the fact that many of the more senior volunteer QGLs had left the organisation during the Glider Pause, leaving some significant gaps in experience and supervision. This has meant that, even after completing the Return to Flying, the CGS Team have had to provide additional supervisory support at the weekends to some of the VGS.

The Covid-19 Pandemic caused another cessation in gliding, but each VGS was re-energised as soon as that was permitted. The CGS team also developed some outstanding online training courses, several of which have been replicated by the MAA Centre of Air Safety Training. The last squadron (611 VGS at RAF Honington) stood up in February 2023. This remarkable support has enabled over 2,500 Air Cadets to fly in 2022/23.



THE BRACKLEY MEMORIAL TROPHY

JASON SANDEVER

The universal response to any question that is ever asked within the UK CAA and other national authorities and in the aviation Industry worldwide, regarding ground safety or aircraft weight

and balance is: "Ask Jason".

Jason Sandever has an infectious and dedicated passion to making this area of the aviation industry as safe as possible. Jason's conscientious drive and commitment is not only evident in his role as an Inspecting Officer (Ground Safety) but also in his role as co-chair of the Ground Handling Operations Safety Team (GHOST). GHOST is a multi-disciplined CAA and Industry group, set up to address and share the learning from ground handling issues with the aim of improving safety.

Jason's relationship with aviation safety started back in the mid-1990s when he joined Channel Express handling and loading cargo at Bournemouth airport. Very quickly his enthusiasm and zeal led to him becoming a loadmaster on the Lockheed L-188 Electra and the Airbus A300 freighter. This role exposed him to international travel and the need for safety awareness, vigilance and the dynamic need to overcome obstacles.

Ironically, it was after the tragic loss of a Channel Express Fokker F-27 that the UK CAA recognised that it needed a subject matter expert for weight and balance, and in 2004 Jason joined the regulator.

Whilst conducting oversight of the industry weight and balance elements Jason began to identify other deviations from best safety practices, and his job title changed to Inspecting Officer for Ground Safety.

In 2011, Jason joined forces with the Iron Maiden lead singer, Capt Bruce Dickinson to produce the information video 'Safety in the balance'. This video became a success, employed by multiple agencies to instruct all manner of aviation employees on the importance of safe aircraft loading, and is still in use today.

THE JOHNSTON MEMORIAL TROPHY

CAPT JOHN ROBERTS

John Roberts is a highly experienced police line pilot who has flown in support of police operations for 22 years since leaving the Royal Navy. In 2007 the Metropolitan Police Service acquired three highly capable Eurocopter EC145 helicopters, equipped with state-of-the-art camera and mission systems, and in 2010 the Air Support Unit was asked to assist SO15 (Metropolitan Police counter-terrorism service) as part of UK maritime counter terrorism (MCT) preparedness. John volunteered to take on the coordination and planning for this new role and for the past 12 years has been responsible for the Police Air Support provision of helicopters in support of MCT.

The role was initially envisaged as being one of post event evidence gathering however, John's demonstration



of the capabilities of crews and aircraft systems soon led to this expanding into an aerial surveillance role, working closely with UK Special Forces and military aviation. He also assisted with development of the communication infrastructure that allows images to be relayed in real time to operational control centres. John regularly represents the National Police Air Service at planning events as well as flying missions during frequent MCT training exercises.

His ability to plan and supervise complex operations outside of normal business led to him being approached by the MPS Chief Pilot to take on the further role of coordinating aviation support during US presidential visits.

THE GRAND MASTER'S AUSTRALIAN MEDAL

QANTAS GROUP PILOT ACADEMY



The Australian aviation industry in 2017 was facing a shortage at all levels of well-trained pilots. This resulted in some general aviation operators being unable to provide key services to remote communities throughout Australia.

The Qantas Group identified the need to develop a strategic mechanism that provides pilots for Australian general aviation as charter pilots and flight instructors, but also develops a talent pipeline for the nation carrier's needs. In February 2018 it proposed the establishment of an ab-initio pilot training school capable of training up to 250 students/year and it was envisaged that the Group would partner with an established flight training organisation to set up and operate the Academy.

The Academy's strategic aims are:

- Increasing appeal of a flying career for school-leavers
- Providing well trained professional pilots across the Australian aviation industry in particular supporting general aviation and flight instructing
- Providing a talent pool to support the Qantas Group pilot resource needs.

Within 18 months, the Academy had opened its doors in partnership with Flight Training Adelaide at Wellcamp Airport, Toowoomba. By January 2020, the Academy's facilities were completed including state of the art flight training and learning facilities plus onsite accommodation.

Despite the pandemic the Academy to date has a zero-accident record and graduated 230+ students with over 30 gaining employment with the Qantas Group, more than 100 employed across the Australian aviation and

over 30 employed as flight instructors. Various programs including scholarships have been implemented to support diversity with over 22% of graduates being female and 3% First Nations which is a leading industry statistic.

THE AUSTRALIAN BI-CENTENNIAL AWARD



IAN HONNERY

As a lawyer, Ian Honnery gave an enormous amount of time on a *pro-bono* basis between 1976 and 1992 to his air show activities and to his responsibilities as the founding Chair of Aerospace Foundation of Australia Ltd. Ian eventually became the fulltime Chief Executive of the

organisation in 1999, while continuing to serve as the CE of Aerospace Maritime Defence and Security Foundation of Australia, and then its corporate successor AMDA Foundation Ltd until his retirement in 2022.

Ian's personal flying background is both as a private pilot and a glider pilot. From being the President of the tiny Schofields Flying Club on Sydney's Western outskirts to being the Chief Executive Officer of AMDA Foundation Ltd, running the Internationally famous 'Airshows DownUnder', Ian Honnery can be regarded as being the driving force behind all that AMDA and its predecessors have achieved over the last 46 years.

Ian guided the Schofields Airshow from its modest and successful start in 1976, and by the time of the last show in 1985 it had developed into a major event with significant military, industry and trade participation. The Schofields crew was then given the task of organising the Bicentennial Air Show at RAAF Richmond in 1988.

It resulted in the creation of the Aerospace Foundation of Australia and its operational division, Airshows DownUnder, and the first Australian International Air Show at Avalon Airport near Geelong in October 1992.

Avalon became biennial in 1995 and quickly established itself as one of the world's great airshows and the centrepiece of AMDA's activities, which now encompass a variety of defence, security and aerospace events.

THE CAPTAIN JOHN ASHTON MEMORIAL AWARD



CAPT MARK TATTON

Capt Mark Tatton currently is Check and Training Captain for new low-cost Australian airline Bonza. He began as an instructor with the Tasmanian Aero Club in 1987.

Mark quickly moved into airlines, flying with Skywest

as a de Havilland Twin Otter Training Captain and then onto the Boeing 737-300 with Ansett Australia. Mark conducted Simulator instruction in his six years with Ansett before a number of flying roles on Beech King Airs, Boeing 727s and 737NGs before moving onto the Emirates Boeing 777 in Dubai. In the eight years with Emirates, Mark became a Boeing 777 Type Rating Instructor and Examiner and conducted other roles including contributing on the Line Operations Safety Audit (LOSA) Steering Committee and as a LOSA Observer. Mark left Emirates to return to Australia as an Airbus A320 pilot with Tigerair and played a major role in the transition of Tigerair from the A320 to the Boeing 737NG. He held a number of management positions before Tigerair closed in 2020, but quickly renewed his CASA Grade 2 Flight Instructor rating with multi-engine and IFR training endorsements, qualified as a lead auditor and commenced casual and contract instructing and charter flying. In addition, Mark gained his Senior Flight Instructor approval through Recreational Aviation Australia (RAAus) and worked with a local flying school.

More recently Mark has ventured back into airlines, spending time as a 737NG Type Rating Instructor with Qantas and now an inaugural Check and Training Captain for Bonza on the Boeing 737 MAX 8.

THE JEAN BATTEN MEMORIAL AWARD 2023

WG CDR GORDON RAGG AFC RNZAF (RETD)

Gordon Ragg joined the RNZAF in 1958 as a trainee pilot. After graduating he was posted to No 40 (long range transport) Squadron, flying the Handley Page Hastings and Douglas DC-6, until they were replaced by the Lockheed C-130H Hercules.



Following a Flying Instructors Course and a tour on Pilot Training Squadron, Gordon was posted to Central Flying School as an AI Category Instructor. Then, as Training Officer on No 40 Squadron, he played a major part in both the introduction of the Hercules into service and in setting the high operating standards achieved in the first decade of its RNZAF service.

At the end of his second tour on C-130s Gordon was selected to command No 5 Maritime Patrol Squadron operating Lockheed P-3B Orions: this led to the award of the Air Force Cross (AFC).

Gordon left the RNZAF in 1985, but has continued his service to New Zealand as a Justice of the Peace, and from 2002 he was Chairman for 17 years of the No 5 Squadron RNZAF Association, of which he is still a committee member.

Gordon was deeply involved in the formation of the

New Zealand Region of the then Guild of Air Pilots and Air Navigators. He joined the first Executive Committee and oversaw the Trophies and Awards portfolio and other tasks for 28 years. He was elected Chairman of the Regional Committee for two terms and was not only one of the NZ Region's first Liverymen, but was also awarded a Master Air Pilots Certificate.

Service to others continued In 2002 when he started a 15-year stint with Scouts New Zealand as Director of the Walsh Memorial Scout Flying School, which is held annually at Matamata. As Chairman of the Centennial Committee, he arranged a commemoration in 2011 of New Zealand's first recognised aeroplane flight, by the Walsh Brothers in 1911.

THE SWORD OF HONOUR

FRANCIS DONALDSON



For more than 30 years, Francis, as Chief Engineer, headed the engineering resources for the Popular Flying Association, now the Light Aircraft Association. In that time, he has in his own words: "...convinced the CAA of the merits" of more than 3,000 aircraft, recommending their issue of permits to fly. He

has also overseen the engineering and handling reviews of around 200 types.

Francis has overseen the amateur-built sector of aviation expanding almost tenfold, with new construction techniques, electronics and equipment undreamt of by the builders of the early wood-and-fabric types. In addition, he enabled the transfer of an increasing number of historic light aircraft on to permits to fly, after legacy manufacturers were no longer able to provide support for their continuing airworthiness.

A qualified design engineer, with previous experience in developing production aircraft such as the Edgeley Optica, Francis has an unmatched knowledge of the design and airworthiness of light aircraft of all eras, as well as hands-on experience as a builder, restorer and pilot. He first put his flying skills into practice at the age of 14 on open-cockpit Slingsby T.21 gliders and at 25 gained his PPL on an old Auster. He was by then working at Old Sarum in Wiltshire on the unconventional Optica observation aircraft. He also managed to convince others of the merits of home-built aircraft, forming a syndicate to operate an Evans VP-2 and a Currie Wot.

Francis stood down from his role as Chief Engineer of the LAA at the beginning of 2022, but has remained involved as a consultant, thus allowing the Association to have continued access to his encyclopaedic knowledge, backed by 'real-world' engineering and flight-testing expertise.

THE MYLES BICKERTON TROPHY

ALICIA HEMPLEMAN-ADAMS

On Tuesday 22nd November 2022, after 2½ years of planning and training since her previous World Record balloon flight, Alicia set a new FAI AX4 female duration record of 7h 40min 30sec. This had been held by Sandra Wolfe since November 2015 with 7h 24min 35sec.



On the same flight Alicia set a new FAI AX4 female distance record of 301.9km (163.01 nautical miles). This had also been held by Sandra Wolfe since January 2012, with 118km. The flight therefore more than doubled the distance record. In addition, Alicia also set a total of 10 new British general (male and female) and female records. Some of these records previously dated back to 1994.

Alicia took off from High River, Alberta, Canada, chosen because its low ground temperature helps the balloon operate more efficiently. The weather conditions were particularly tricky with a strong warm Chinook wind. Ground temperature was -1C and the winds caused a strong curl-over effect on take-off. Alicia's balloon had to be held on the ground while being heated at the start, so that her initial climb was as rapid as possible.

Alicia flew in a strong wind, with a significant part of the flight at speeds of 50km/h (27kt) and had to work hard for the entire flight to keep her balloon stable between layers of air moving in different directions and at different speeds. It led to her balloon sometimes rotating as she crossed these layers, in temperatures estimated below -30C, with the ground temperature on landing being -4C.

THE HANNA TROPHY

PAUL STONE

Paul Stone is a military and civilian (EASA Cat 1) qualified test pilot who served in the Royal Navy for 20 years followed by 14 years in the defence industry, accumulating over 4700 hours on more than 200 aircraft types. Paul left BAE Systems in 2019 to refocus on his passion for flight test, displaying vintage aircraft and to further his specialism in VTOL development.

Paul gained a PPL at age 17, before obtaining a driving licence and has flown privately throughout his professional career, owning and operating at various times a Luscombe, Cessna 120, Vans RV6, Rotorsport (AutoGyro) MT03 Gyrocopter and Vans RV7. He is now employed full time



in Germany as an eVTOL test pilot pioneering the next generation of electric air vehicles.

As a Royal Navy pilot and Squadron Commander, Paul displayed the BAe Sea Harrier FA2 at overseas air shows and supervised other military pilots displaying the Sea Harrier; he also flew with the Royal Navy Historic Flight, displaying the Hawker Sea Hawk and Sea Fury.

While still in the Royal Navy, Paul became the youngest ever pilot to join the Shuttleworth Collection 1996, progressing in 2019 to be Chief Pilot, responsible for 20 volunteer pilots flying over 40 types.

Paul has held a CAA Display Authorisation (DA) for over 25 years and is passionate about developing the next generation of display pilots.

While at BAE SYSTEMS, he was the first-ever civilian approved by the Military Aviation Authority to award Public Display Approvals for military fast jet displays – for the Typhoon and Hawk T Mk2. He supported the CAA in the development of CAP 406 and CAP 1724, following the Shoreham accident of 2015, including the introduction of a more pragmatic method of renewals for the more experienced DA holders. He also holds a Flying Display Director (FDD) Tier 3 Qualification and acts as FDD at Shuttleworth Air shows.



THE DERRY AND RICHARDS MEMORIAL MEDAL

FLT LT AARON HOW RAAF

Flt Lt Aaron How has emerged as the Royal Australian Air Force's (RAAF) premier junior Flight Tester during his past year at the Aircraft Research and Development Unit

(ARDU). His tenacious work ethic, strong airborne aptitude, objective judgement, high proficiency with test processes, ability to lead and mentor junior members and strategic outlook are all of the highest standard.

Aaron can be relied upon for timely, accurate and objective judgement, flying performance and technical analysis. He has become a senior leader and mentor at ARDU. Aaron often volunteers for difficult or inconvenient tasks and maintains an exceptional flying rate of effort and throughput of flight test tasks. He concurrently maintains a B Category on the Boeing FA-18F, C Categories on BAE Systems Hawk-127 and Pilatus PC-21, as well as his Qualified Test Pilot category.

Aaron has skilfully led and/or flown a substantial number of disparate tasks including scoping for international innovative weapons programs, highly complex integrated test events in large joint exercises for networked Long-Range Strike Weapons, technical tuning of the flight model of the PC-21 simulator to allow its use for training *ab initio* pilots, and novel air-to-air refuelling clearances. He provides routine assessment of new Number 82 Wing

(F/A-18F and E/A-18G) capabilities and is relentless in ensuring the Squadron maintains its core flying and flight test capabilities such as Flight Test Aircrew selection and development of other aircrew at ARDU.

Aaron showed his adaptability this year becoming involved in capability development of the Boeing MQ-28A Ghost Bat. After providing Flight Test chase for MQ-28A flight trials at Woomera, Aaron was heavily involved in ongoing development of the platform through operational and flight test inputs to "sprint design sessions" with Boeing Defence Australia, as well as being engaged in other MQ-28 related trials.

THE MASTER'S COMMENDATION

CAPT ALASTAIR RORRISON AAC

Capt Rorrison is an exceptionally experienced and talented pilot who has been involved in a broad spectrum of Army Aviation roles, on multiple types, worldwide across 28 years and 6400 flying hours.



Capt Rorrison joined the Army as a cavalry soldier in 1987, was awarded Wings on Army Pilot Course 349 in 1994, qualified as an aircraft commander in 1998 and completed the Qualified Helicopter Instructor (QHI) Course in 2013. During a wide and varied career in Army Aviation he has flown Westland Gazelle, Agusta 109, Bell 212, Westland Lynx and Airbus Squirrel aircraft types).

Prior to qualification as a QHI, Rorrison was an extremely effective operationally focused pilot delivering in a broad spectrum of roles across Army Aviation. He has been deployed on exercises and operations in N Ireland, the Balkans, the Middle East, Asia and has spent approximately half of his career to date in direct support of Special Forces (SF in Northern Ireland, the Balkans, Iraq, Brunei and the UK, as well as on global counter-terrorism/special forces operations.

During the 2003 Gulf War, Rorrison commanded aviation patrols, leading the spearhead advance of British forces across the Iraqi border towards Basrah and onwards towards Baghdad. He was the first coalition aircraft patrol into Basrah airport, once it had been secured by ground troops. He enabled the safe deconfliction of Police, Air Ambulance and Military aircraft in poor weather during the immediate response to the 2005 London bombings.

As a QHI, Capt Rorrison's instructional and supervisory skills came to the fore as a QHI delivering the operational training phase of the Army Pilot Course. He became the Sqn QHI of a squadron 8,000 miles from home and latterly as an Officer Commanding, delivering Flying training on the Army's two legacy helicopter platforms at Middle Wallop.



(Airwolfhound via Wikimedia Commons)

THE CUMBERBATCH TROPHY

LT CRAIG ALLEN RN

Lt Craig Allen is employed as the Risk Manager for Merlin Helicopter Force at RNAS Culdrose. A non-aviator, he has stepped into a traditionally aircrew environment and has far exceeded his expected tasks and

significantly improved not only Merlin Helicopter Force safety and risk management but developed tools and systems transferrable to the whole military aviation fleet.

Initially temporarily assigned to Merlin Helicopter Force, Lt Allen began looking at the complex problem of scoring and measuring how effective procedures, equipment and measures (barriers) are at preventing a risk-based event such as a mid-air collision, as part of the Bow-Tie risk management system. The capability of this process relied on a panel of experienced and qualified personnel being assembled to "score" activities using judgement and experience to measure the effectiveness of these barriers. While deemed acceptable by the Regulatory Authority, he identified that this system offered no qualitative system of underpinning the scoring, meaning the effectiveness of the barrier could be flawed or manipulated by the makeup of the panel. Self-taught on Power BI, a Microsoft tool for business analytics, Lt Allen sought to develop a system for cross-mapping Defence Aviation Safety and Occurrence Reports and scoring them against barriers.

While developing this, Lt Allen further identified that the Air System Safety Case also relied on a series of subjective statements in the 'Claim-Argument-Evidence' based document, where the evidence was buried deep in the Defence Aviation Safety and Occurrence Reporting system, or again through subjective panels of experienced and qualified personnel.

Creating further Power BI tools in liaison with an RN Safety Manager and Military Aviation Authority experts, he has implemented a system that enables the Defence Aviation Safety and Occurrence Reports to be scored against both Bow-Tie barriers, and also Air System Safety Case sub-claims, giving a reliable, evidence based, qualitative assessment of risk.

THE HUGH GORDON-BURGE MEMORIAL AWARD



DAVID BARRELL

David Barrell was the formation lead pilot for the AeroSuperBatics wing-walking display team, having first started display flying in 1999 and joined the team in 2006, and has completed well over 1,300 displays (not counting practice

displays). On Saturday 4th September 2021, during a display at the Bournemouth Air Festival, his Boeing Stearman suffered a partial engine failure mid display at the Bournemouth Air Festival.

David immediately terminated the display and informed the Flying Display Director by radio of a partial power loss. He also signalled the wing-walker to get down from the rig and secure herself in the front cockpit and remove the safety tether, in readiness to evacuate the aircraft.

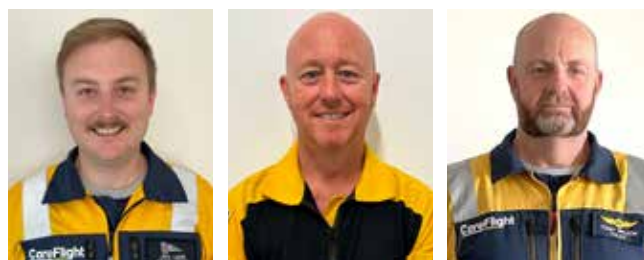
During this time David continued to evaluate the state of the aircraft, which was still producing power, albeit reduced but sufficient to maintain height. Options were considered whether to ditch in the sterile display area on the water, or attempt to make it back to the airport, or an off-field landing.

However, the engine continued to lose power and approaching the harbour entrance, it became clear they would have to ditch. David selected a touch down point away from people and obstacles but close to land and potential rescue assistance. He carried out a well-judged ditching at minimum speed in a tail down attitude, but despite this, the aircraft flipped over on impact. David evacuated the aircraft and continued to look after the wing-walker, who was in a state of shock and needed assistance to vacate the inverted and submerged aircraft.

Assistance was soon on hand from a small inflatable dinghy which was first on scene and only had space for the wing-walker on board. The rescuer remarked at David's calmness when he said he would hold on to the side whilst they towed him to shore. Both were taken to hospital with minor injuries and discharged later that day. This is considered to have been a text-book handling of the incident and ditching.

THE BARRY MARSDEN MEMORIAL AWARD

CAREFLIGHT TEAM



During spring 2022 the central western region of New South Wales (NSW), Australia received nearly three times its average rainfall. The Lachlan River system, which feeds the Wyangala Dam, a major reservoir situated below the Lachlan and Abercrombie rivers, near Cowra, NSW was severely impacted.

Leading up to the event, heavy rain fell in the Lachlan and Abercrombie River catchments with 120-250 mm falling over two days - 120mm had fallen in the preceding 12h alone, overwhelming already-swollen rivers and dams.

Spills from Wyangala Dam peaked at a record 230,000million litres a day. In the early hours of 14th November 2022, the flood alarm system sounded in Eugowra, a town of approximately 700 people in Central Western NSW, warning residents in low-lying areas to evacuate. Before dawn, Eugowra was almost destroyed by a flash flood that reached 11.2m in depth. The wall of water was strong enough to lift cars and push houses off their foundations.

Rescue helicopters were sent in to assist. CareFlight operates and maintains rescue helicopters on behalf of the NSW Rural Fire Service (RFS) and was tasked to the area as part of the broader State Emergency Service (SES) and Australian Defence Force activities on the day. The CareFlight team was Todd Wilson (rotary wing pilot), Jake Laurie (aircrew officer) and Nigel Korff, RFS aviation rescue crewman.

On arrival, the team was confronted with a scene of utter devastation, raging flood waters metres deep and residents and children perched on the roofs of their submerged homes, holding on to save their lives.

The CareFlight team displayed true humanity through real heroism. On that day, between 0830 and 1900, the team successfully completed 17 winch rescues safely, many off roof tops, 14 landings and accumulated 7.3 flight hours.

THE PRINCE PHILIP HELICOPTER RESCUE AWARD



CREW OF 'RESCUE 924'

On the night of 31st October 2022, the crew of Sikorsky S-92 Rescue 924, already on its way from Newquay to carry out an emergency patient transfer from the Scilly Isles to Truro, during storm Claudio, became aware of a further emergency off the South coast of England. The French 12m yacht Gannet with a crew of eight, under tow by the Penlee lifeboat, was in danger of sinking. R924 was diverted to meet this new threat, arriving overhead at around 22:15 to find the lifeboat and yacht making 3kt headway against heavy seas with wave heights between five and seven metres and winds of 45-55kt – conditions described by the lifeboat crew as "...horrendous... with a screaming wind gusting Force 10, driving heavy rain, rough seas and extremely poor visibility." Although under tow, the yacht was slewing by up to 60° and pitching and rolling, making it extremely difficult to get the winchman/paramedic on board.

With the yacht directly below the helicopter, the winch operator provided necessary guidance to the unsighted helicopter captain while the winchman was transferred onto the deck. That hi-line then broke, and a second one became tangled in the yacht's rigging, so the crew had to join two 45m hi-lines together to make a replacement. Having connected that hi-line and briefed the yacht's crew (some of whom were becoming unresponsive) on winching techniques, over the next 30min the crew of R924 managed to transfer six yachtsmen to the helicopter.

Because the yacht's movements would become even more erratic once there was nobody at the helm, it was then decided to try to lift the final two crewmen and the winchman together in one rarely used triple-man lift. At this point, the winch operator noticed that four strands of the winch wire had broken, and the lifting operation had to be switched to the helicopter's second hoist. As predicted, with nobody at the helm, the yacht's motion was now much more random, and the helicopter crew had to perform a protracted approach in order to get close enough to perform this final lift, which was achieved after R924 had been on station for 1h 7min. The helicopter was then able to return to its Newquay base with the rescued crew.

MASTER'S REGIONAL AWARDS

Selected by the Regional Executive in each Region and presented in the Region by the Master during his Tour:



THE MASTER'S REGIONAL TROPHY, AUSTRALIAN REGION

BARBARA TRAPPETT



THE MASTER'S REGIONAL TROPHY, HONG KONG REGION

CAPTAIN LACHLAN LAWFORD



THE MASTER'S REGIONAL TROPHY, NORTH AMERICAN REGION

NORTH SHORE RESCUE



THE TROPHIES & AWARDS COMMITTEE

By Assistant Chris Palmer, Chair

By the time this article is printed the Honourable Company once again will have celebrated a magnificent Trophies and Awards Banquet at The Guildhall in the City of London. For those reading who have not had the pleasure of attending this event, may I commend it to you. With around 650 members, their guests and, of course, our award winners present, it is a truly special evening which will rest long in your memory.

Whilst only the results of the deliberations of the Trophies and Awards Committee are approved by the Court and made public, I thought it may be worth describing the work of the committee, a little about the construct of its membership and how it goes about making decisions.

THE AWARDS

In this article I do not intend covering the trophies and awards in detail as this is covered annually in *Air Pilot*. Rather, I thought I would highlight some noteworthy recipients. In 1931, the Guild's first award was that of the Johnston Memorial Trophy (for outstanding performance in the air) to one Francis Chichester (yes that one) for a solo flight across the Tasman Sea in a de Havilland Gypsy Moth float plane. In 1936 The Cumberbatch trophy (for aviation safety) was awarded for the first time, to a crew from Imperial Airways.

THE COMMITTEE

The members of the committee are listed within the link below. Readers should not be surprised at the breadth of experience, or the fact that there are several Past Masters within the group. There is no fixed term of office, and new members are selected by the committee and endorsed by the Court, according to the professional knowledge required by the committee to support its work. The three Armed Services are represented to provide detailed insight into many of the citations. A recent innovation has been to invite representatives from our international regions to attend the main awards meeting as observers. This has been introduced to provide them with a better insight into the work of the committee, with the aim of encouraging more citations from the regional groups.

Some may ask why there is no limit to a member's length of service on the committee. I, for example, joined the committee in 2002 as the representative of the Royal Navy Fleet Air Arm, at the end of my active service, and having joined the then Guild, I was invited to remain on the committee (I also brought GA expertise as a PPL)

and now find myself Chair! Such is the quality of the aviation background of our members, and their extensive memories of past awards and deliberations, that long service is a huge benefit to our work. Members past and present such as PMs Clive Elton, John Hutchinson, Rick Peacock-Edwards and Dorothy Saul-Pooley, to name but a few, provide inestimable expertise and judgement to the process. Newer members bring fresh and more recent insight into current aviation practices.



The annual Banquet is the culmination of the T&A process

THE PROCESS

The annual process starts with a meeting in January at which a wash-up of the previous year is conducted, together with any necessary reviews of awards criteria, terms of reference or consideration and appointment of new committee members. In February the calling notice for citations is reviewed by the Chairman and issued by the office to a very wide, and international, address list. In addition to relying on this calling notice, committee members remain alive to media reports of noteworthy aviation events that might meet the criteria of one of the Company's awards. In particular, the committee looks out for potential awardees of the Master's Medal, which can be awarded immediately by the Master.

The closing date for citations is around the end of May (although late arrivals can be accommodated). Collation of citations is conducted by the office and an initial sift completed by the Chairman and the Clerk to remove those citations that do not properly meet any criteria. The main meeting of the committee is then held in late June or early July, with the proposed awards being endorsed at the July Court meeting.

Throughout the year the committee considers candidates for Master Air Pilot, Master Air Navigator and Master Rearcrew certificates. Further information is at

<https://www.airpilots.org/what-we-do/trophies-and-awards/> □



AFFILIATED UNIT PROFILE: RAAF CENTRAL FLYING SCHOOL



By Upper Freeman Arnie Morscheck

Central Flying School (CFS) was formed at Point Cook, Victoria, on 7th March 1913, and is the oldest military aviation unit in Australia, and one of the oldest in the world. Its first aircraft were BE two-seater biplanes, Deperdussin single-seater monoplanes, and a Bristol Boxkite. On 1st March 1914 Lt Harrison made the first military flight in Australia in the Boxkite, registered as CFS 3.

Four officers were selected for the first flying course: Lt D Manwell, Lt G P Merz, Lt R Williams, and Capt T W White. Williams was the first student to qualify for his "wings" after flying solo for a total of 7h 27min in the Boxkite.

Of the four graduates from that first course, three were destined for notoriety. Lt Williams went on to become Air Marshal Sir Richard Williams, first Chief of the Air Staff. Capt, later Sir Thomas, White became a Federal Cabinet Minister and served a term as Australian High Commissioner in London. Lt Merz became the first Australian airman to be killed in action in July 1915 when, serving in Mesopotamia fighting the Turks, he was killed by Arabs after a forced landing. When the Australian Air Force was formed on 31st March 1921 CFS was renamed Flying Training School, and on 1st July 1925 that school was renamed No 1 Flying Training School.

HUGE DEMAND FOR AIRCREW

The outbreak of the Second World War saw a huge demand for aircrew. In order to meet that demand, the Empire Air Training Scheme was established to train aircrew. There were only 27 flying instructors in Australia in 1939, so to fill this void CFS reformed on 29th April 1940 from 'C' and 'D' flights of No 1 Flying Training School, to conduct Service Flying Instructor Courses.

Aside from conducting aircrew courses CFS established an Aviation Medicine Section in late 1944. The Section featured Night Vision Training Aids, and the medical staff later developed flying clothing for RAAF aircrew. This was the beginning of aviation medicine in the RAAF. The Section became its own unit on 8th February 1956 when the RAAF School of Aviation Medicine was established.

During November 1944 CFS staff were advised that in view of the permanent nature of the unit, approval had been given for representation to His Majesty the King for the grant of a badge, featuring the Australian continent, surmounted by an inflamed lamp of learning. The ancient lamp on the terrestrial globe suggests that the school's pupils operate all over the world. CFS adopted the motto

Qui Docet Discit (He who teaches, learns himself). Between 1940 and 1945 CFS trained more than 3,600 instructors who, in turn, trained over 30,000 students.

During 1943 it was decided that CFS should supervise instructor standards within operational training units. In order to perform this role effectively the school took on operational aircraft types. By 1947, when CFS relocated to East Sale, it was required to ferry seven de Havilland Tiger Moths, three Airspeed Oxfords, an Avro Lincoln, two Douglas Dakotas, nine CAC Wirraways, and a North American Mustang.

The first Flying Instructor's Course (FIC) commenced soon after, and the first course graduated on 28th June 1948. In 1948 'C' Flight was established to manage ATC courses at CFS. The school continued providing ATC training until the School of Air Traffic Control was established in 1981. In 1953 CFS introduced a Jet Instructors Course on the dual-control Vampire, the RAAF's first use of jet aircraft in the advanced flying stage of a pilots course. The expansive learning programs of CFS earned the school a reputation as "...the university of flying with the sky as the classroom".



The Winjeel and CT-4 Airtrainer served CFS for many years

CHANGE OF AIRCRAFT

The introduction of the CAC Winjeel (aboriginal word meaning 'young eagle') to CFS on 10th October 1955 heralded a change of trainer aircraft for the school. The Winjeel became the 27th aircraft type to be flown by CFS. The Aermacchi MB326H (the 'Macchi') was selected as the most suitable replacement for the Winjeel and the Vampire. In 1967 CFS began its first 'all through' jet FIC in preparation for the introduction of the Macchi as the RAAF's new elementary and advanced flying trainer. Pacific Aerospace CT-4 Airtrainers arrived at East Sale on 30th August 1975. Throughout the late 1970s and

1980s CFS conducted Macchi and CT-4 Flying Instructor Courses. These aircraft were lovingly known as the 'orange and white dog whistle' and the 'black and yellow noise-to-drag converter'.

On 24th November 1987 the arrival of the Pilatus PC9/A signified the beginning of a new era of RAAF pilot training. CFS received the first PC9s for instructor conversion training and to allow for a comprehensive review of the aircraft's flying training syllabus. The first two PC9s were assembled in Switzerland and the remaining 65 were built by Hawker de Havilland in Bankstown. The school farewelled the Macchi jet trainer with a flypast over the base on 1st December 1989, and then farewelled the CT-4 Airtrainer on 10th December 1991. The PC9/A has now been replaced by the latest Pilatus trainer, the PC-21.

Aside from the Flying Instructors Course, CFS conducts flying refresher training courses, tests Instrument Rating Examiners throughout the RAAF and assesses Air Force flying instructors. Through the flying instructional and examining roles, the school is responsible for the maintenance of pure flying standards in the RAAF. Several thousand personnel have passed through CFS as students or staff since its formation in 1913, and it has operated almost 50 different aircraft types.



The Aermacchi MB326H saw the first 'all-through' jet instructor's courses (all pictures CFS)

AEROBATICS TEAMS

Since 1962, CFS has formed three separate formation aerobatic teams - the *Red Sales*, *Telstars* and *Roulettes* - which have presented aerobatic displays at hundreds of events across Australia and the region. The *Red Sales* flew four Vampire T33 aircraft and their first public display was in February 1962. However, in August the four aircraft crashed during low-level formation aerobatics practice seven miles south-west of the East Sale aerodrome. The formation struck the ground during recovery from a barrel roll and all six pilots were killed.

Six months later, a new team, the *Telstars*, flew four

Vampires, and then in February 1968, they conducted their first public display in the Macchi. In April 1968 the *Telstars* were disbanded due to an overall RAAF wide reduction in display flying. The new decade heralded the most enduring aerobatic team of the trio. The *Roulettes* flew its first public display in December



1970, performing an eight-minute sequence including a synchronised pairs cross-over, or *Roulette*, which the team adopted as its name.

From 1972-1973 the *Roulettes* performed with four aircraft but occasionally a fifth aircraft flew during late 1973 to early 1974. The fifth member mostly flew a solo display in addition to the four-aircraft formation. The display now included synchronised manoeuvres between a solo aircraft, two formation pairs and the main four-aircraft formation. From March 1974 the team regularly performed five-aircraft formations, and in 1976 the famous red 'R' tail symbol was introduced.

A fatal accident involving the *Roulettes* occurred in December 1983 at East Sale, when *Roulettes* 2 and 3 collided head-on during aerobatic practice at 2,000ft with the loss of both crew. In June 1989, the *Roulettes* five-aircraft team presented its final display in Macchis, as CFS staff converted to the PC9/A.

In July, CFS started to work up a new *Roulettes* team using the PC9/A, with the team training program resulting in the first five-aircraft display at East Sale that December. During the ensuing months, the team expanded to six aircraft, partially to compensate for the reduced noise impact of the turboprop PC9/A in comparison to the Macchi jet, but also to make better use of the new aircraft's aerobatic capabilities.

The team presented aerobatic displays in the northern hemisphere for the first time with a series of displays at the Changi International Exhibition and Conference Centre in 1992. A further overseas deployment took place in 1996 when the *Roulettes* performed displays in Indonesia. The team now operates the PC-21 as a six-ship, with smoke generators mounted under the wings.

ASSOCIATION WITH HCAP

CFS became an affiliated unit with the Company's Australian Region in 2015, and the *Roulettes* were awarded The Grand Master's Australian Medal in 2017.

[The author is a former CO of the RAAF Central Flying School] □



AFFILIATED UNIT PROFILE: CENTRAL FLYING SCHOOL, RAF



By Grp Capt Mike Jordan

The Royal Air Force (RAF) Central Flying School (CFS) stands as a prestigious institution, renowned for its crucial role in shaping the skills and expertise of RAF,

Royal Navy and Army pilots for over a century. With a rich history dating back to its establishment in 1912, CFS strives to continue to be at the very pinnacle of aviation training, combining traditional fundamentals with modern advances “ensuring relevance with reverence”. The CFS is the oldest military flying training school in the World and holds a significant place in the history of aviation.

Established at Upavon, Wiltshire in May 1912 it became the world’s first military flying training school, with its creation prompted by the rapid development of aircraft technology and the need to train pilots for the Royal Flying Corps and the potential upcoming war in Europe. It is this proactive and forward leaning ethos which epitomises the CFS and those who it has trained.



CFS is based at RAF Cranwell

PIVOTAL ROLE

When World War I started, CFS played a pivotal role in training thousands of pilots, ensuring they were equipped with the necessary skills to engage in aerial combat, reconnaissance missions and, ultimately, gain superiority of the air. As the numbers of

pilots increased, patterns in flying emerged and flying instructor Major Robert Smith-Barry noted that: “The mental attitude towards flying of an instructor is reflected in all the pilots he turns out”. Because of his innovative techniques and high success rate with his students, he was nominated to create an instructor training school, in order to enforce the high standards of flying instruction to which he adhered and to provide definite standards upon which to instruct.

Smith-Barry was later described by Lord Trenchard as: “The man who taught the air forces of the world how to fly”. The success of the concept of standardised training of ‘instructors of instructors’ was reinforced when, in 1926, the Air Ministry decided that the CFS staff instructors, who were now teaching not only pilots but other instructors, should visit flying training schools to check

whether the system and standard of instruction was being maintained. This was the beginning of the modern day CFS Examination Wing.

“The mission of the CFS is to train, develop and assure today’s finest military aircrew instructors, to build tomorrow’s exceptional Air and Space domain warfighters.”

NEW CHALLENGES

World War II presented new challenges for the RAF and CFS: the demand for trained pilots skyrocketed, and the school scaled up its operations to meet the requirements of a rapidly expanding RAF. CFS diversified its training programmes to accommodate the multitude of different aircraft involved in the war effort, including fighters such as the famous Supermarine Spitfire, multi-engine bombers, and transport aircraft. CFS’ contribution proved invaluable in preparing pilots for the complexities of aerial warfare and maintaining the RAF’s combat effectiveness. This ethos is now imbued in the CFS Mission Statement: “The mission of the CFS is to train, develop and assure today’s finest military aircrew instructors, to build tomorrow’s exceptional Air and Space domain warfighters.”

During the post-war era, CFS continued to evolve, embracing advancements in technology and adopting new training methodologies. A two-stage process of flying training was developed to include basic and advanced training. CFS expanded from fixed wing flying to include rotary aircraft and increased its influence to include rearcrew instructors as well as pilots, across all three UK Services. In addition, it both provided pilots for and commanded the RAF Aerobatic Team, the Red Arrows,

The Helicopter Squadron is now the only direct CFS flying unit



although that unit moved outwith the CFS in 2019. Of late, the CFS has also expanded its influence into the realm of remotely piloted air systems.

CURRENT ROLE

Today, the RAF Central Flying School stands as a testament to the enduring legacy of aviation training excellence. It continues to play a crucial role in providing skilled aircrew instructors for all aircraft types, both within the training and Front-line spheres, across all three UK Services, who uphold the very highest personal and professional standards. With representatives from over 60 countries having been trained by the CFS, it is a truly global brand. Whether being responsible for the selection and training of new aircrew instructors, the development of qualified instructors, assuring instructional standards, auditing the flying training system, providing flying training to partner nations, acting as an enabling partner with the UK Military Flying Training System, or playing its part in shaping the future of flying training instruction, one constant is that the CFS will uphold Defence's tradition of excellence.

CFS comprises a Development and Delivery Wing (D&D

Wg) and Examination Wing, with HQ at RAF Cranwell in Lincolnshire and with personnel drawn from all three Services. CFS (Helicopter) Squadron is located at RAF Shawbury and CFS Examiners are located at the primary training airfields. CFS also manages, and is supported by, a network of CFS Agents on every UK military aircraft type, which provides assurance across the entire Defence Aviation Environment.



CORE OUTPUTS

The present day CFS is dedicated to three core outputs:

- **Development**, involving continuous research and development efforts to enhance flying training methods and media. This includes the exploration of innovative technologies like Virtual Reality, Artificial Intelligence, 360° video, and human performance

COMPANY AFFILIATION WITH THE RAF CENTRAL FLYING SCHOOL

By PM Nick Goodwyn

The connection of a City of London Livery Company to a military unit is seen as hugely important for both and is a key relationship for any of the City Liveries.

The link to a military unit, and specifically one such as the RAF Central Flying School (CFS), allies closely with, and fulfills, a number of, our Company objectives. The Air Pilots have a number of such affiliations. CFS was one of our first affiliated units, officially adopted by the Court from circa 1992, but our connections with CFS, and particularly the CFS Exam Wing (or 'Trappers'), go back to the 1950s.

It is worthy of note that there has been significant engagement between the Air Pilots and CFS in the past, both in terms of visits, support to the CFS/Air Pilots Senior Instructors Forums (which were held every 2 years at RAFC Cranwell since 2002 but have been in abeyance since Covid-19) and active participation by CFS Examiners in Air Pilots Instructor and Technical Committees and with mutual links by members to the CFSA (Association).

The CFS/Air Pilots Senior Instructors Forums brought together all the senior civilian instructors (mostly the

CFIs of ATOs/DTOs) and military counterparts to share best practice and allowed CFS to showcase latest thinking in military flight instruction. Traditionally, one CFS Examiner was *ex-officio* a member of the Instructors Sub-Committee and Education and Training Committee. The CFS representative (and also the Commandant) were never required to become members of the Air Pilots but were honoured invited guests - however many chose subsequently to join the Company and greatly added value to our midst.

Current Assistant Flt Lt David John Gibbs (who represented CFS when on CFS Exam, Wing and Liveryman Flt Lt Jim Hobkirk (for rotary matters) have made valuable contributions that endure today. We also benefit from close ties with the current Officer Commanding Elementary Examiners and the current Commandant.

HQ CFS was until the 2000s the single service point of contact for applications for Master Air Pilot and Master Air Navigator certificates and Commandant CFS also endorses the award of the CFS Trophy by the T&A Committee each year.





The CFS role now encompasses remotely piloted air systems such as the new General Atomics Protector

analysis. By investing in this technology, CFS aims to improve the overall quality and effectiveness of flying training. Human performance is an area of particular focus, including psychological skills and performance coaching, to enable trainees and instructors to reach their true potential and provide a true “strategic advantage”.

- **Delivery**, providing comprehensive training programmes for aircrew instructors and flying training managers. These programmes ensure that aircrew instructors possess the necessary skills and knowledge to effectively impart aviation expertise to aspiring aircrew. Additionally, CFS is responsible for managing the implementation of AP3456, a standardised document that outlines the flying training procedures and guidelines – *The Manual of Flying*. This ensures uniformity and consistency across all flying training programmes. AP3456 is being developed to include online resources and better meet the needs of the new generation but its key role is in maintaining ‘professionalism in the basics’, or rather, pure flying skills which CFS is charged with ensuring for UK Defence aviation.
- **Assurance** in flying training, ensuring all aspects of flying training meet the highest standards. This includes conducting regular assessments and evaluations to verify the effectiveness of the training being delivered. By upholding strict assurance protocols, CFS ensures that aircrew receive the best possible training experience for real life scenarios.

OVERSEAS ENGAGEMENT

In addition to these three core outputs CFS plays a vital role in overseas defence engagement, actively engaging with international partners and collaborating on various aspects of flying training. This involvement helps foster strong relationships and exchange of valuable insights and experiences with other defence organisations worldwide. By engaging with foreign counterparts, CFS contributes to the development of global aviation standards and promotes mutual cooperation in the field of flying training.

Indeed, a successful visit from the CFS to an overseas Air Force is seen as a ‘feather in their cap’ and provides a major boost to the position of the RAF amongst the world’s Air Forces.

Whilst Covid-19 impacts saw overseas travel and defence engagement reduce significantly, CFS has travelled to Brunei, Oman, Australia, Kenya, Sri Lanka, Indonesia, Malaysia, Singapore, Thailand, New Zealand, Italy, Canada and Italy in the last 18 months. In the contemporary era, whilst CFS maintains historical relationships with international partners, its activity is focussed upon support to UK Defence and UK Government priorities. Particularly, activity has supported the ‘tilt to the Indo-Pacific’ which was described in the *Integrated Defence Review* and subsequent refresh; *Defence’s response to a more contested and volatile world*. Its involvement has expanded from a flying training focus to provision of ‘exportable expertise’ in all areas of military aviation and CFS are recognised as being particularly useful in ‘opening doors’ to wider UK Defence Engagement.



Overseas engagement, such as here in Kenya, is a vital part of CFS’ role

THE FUTURE

As well as continuing its development, delivery and assurance roles, CFS continues to focus on the future

instructional environment to ensure it is correctly configured to meet Defence’s needs. The main foci of future development are human performance and technological innovations. Advances in this area are being continually assessed and interrogated to provide evidence-based arguments for enhancement of instruction, with spill-over benefit to flying training. These conceptual and technological advances seek to unlock human potential and exploit human/machine teaming to support aircrew warfighters. Meanwhile, CFS continues to ensure its relevance in the contemporary era, maintaining reputation as: “The Centre of Excellence for pan-defence aircrew instruction and pure flying skill”.

In conclusion, since its birth in 1912, the CFS has been committed to establishing and maintaining the art of military flying in all its forms. Its global reputation for excellence in aircrew instruction is widely recognised amongst the air forces of the world, and its innovation in the development of flying training techniques will continue to see it at the forefront of aviation for many more years to come.

[Grp Capt Jordan is Commandant, CSF]

□

THE 2023 FREDERICK TYMMS LECTURE: COL DAVID AMLÔT, ARMY AIR CORPS, ON THE APACHE

By The Editor



Col Amlôt is Assistant Head Delivery, Combat Air Programmes at Army HQ, and is a former Deputy Commander (Attack) 1st Aviation Brigade Combat Team and Commander Wattisham Flying Station. He was the first UK pilot to convert to the (then McDonnell

Douglas, now Boeing) AH-64 Apache, and to fly the latest AH-64E Guardian, now in service with the AAC, and was the recipient of the Company's Sir Barnes Wallis Medal in 2011.

He recounted the history of the AH-64, starting with the A model's first flight in 1964, and the competitive "air show" in 1993 during which the Apache was ranged against six competitor airframes. Having won that competition, the Apache D (or 'Longbow') was adapted for UK use with Rolls-Royce/Turbomeca RTM322 engines and other modifications, and built under licence by Agusta-Westland at Yeovil.

It was this version which saw service in Afghanistan and Libya, Col Amlôt describing how a four-month tour in the former could see the helicopter taking part in 40 discrete operations, escorting 45,000 passengers and 1,500t of underslung loads on other aircraft. He illustrated its exceptional adaptability with the story of how, with no more suitable machines available, an Apache had been despatched on a rescue mission with four soldiers perched precariously on the stub "wings" which are normally the attachment points for weapons and stores.

In Libya, the Apache had been used for night-time close support attacks on Libyan special forces who were using small rigid inflatable boats to lay mines outside Benghazi harbour, and attacking anti-aircraft sites – in that case, the helicopters being guided onto their targets via General Atomics Predator drones being remotely piloted from Nellis Air Force base in the USA.

INTRODUCING THE GUARDIAN

Col Amlôt then described the current structure of the 1st Aviation Brigade Combat Team, with two Task Forces each made up of two squadrons of Apaches and one of Leonardo Wildcats, and how it regularly exercises with UK and other national forces in areas like the Baltics. Increasingly, these tasks were being undertaken by the new AH-64E Guardian, 36 of the 50 ordered by

the UK now being in service. These new aircraft, while visually almost identical to the previous machines and still using some of their parts and systems, had significantly upgraded capabilities and could be described as "...the best attack helicopter in the world." They were being obtained under the US Foreign Military Sales programme direct from Boeing, with the advantage that they were part of a massive order for some 700 Apaches and therefore cheaper (at £36-40million each) than they would have been if purchased independently.

Primary training for pilots going on to the Apache E Guardian is eight months on the Airbus EC135, followed by eight months on Learning to Fight. Col Amlôt emphasised how 'friendly' it was to fly, stating: "Anybody who can pass the tri-service training can fly Apache." He did say, however, that the service needed more soldiers to come forward for helicopter training.

The differences which pilots converting from the earlier model would experience included a radar which could now see maritime targets and drones, and a much-enhanced ability for night operations: where



Col Amlôt compares attack helicopters, declares Apache "The best" (A Winn)

on the old model the pilot's left eye would be using the targetting sensor and the right eye using a monocular night-vision goggle, the sensors were now fully integrated. Another development was that the Guardian's distinctive mast-mounted radar could be removed and replaced with a different sensor antenna. Fitted with General Electric T700-GE-701D engines, the helicopter had a top speed of some 160kt, and in UK service was operating at up to 10,000ft (14,000ft with oxygen), but the US forces were operating at higher altitudes. The Guardian could carry up to 16 Hellfire guided missiles or 70 unguided 70mm rockets, and the chin-mounted 30mm cannon could fire 600 rounds/min.

After a wide-ranging and probing Q&A session, Col Amlôt was thanked for his lecture by PM Nick Goodwyn. □



THE AIR PILOTS FLYING CLUB

By Liveryman Dacre Watson

The Air Pilots Flying Club (APFC) has had a good summer with a wide and varied programme ranging from lunches (four) and a barbecue, all at White Waltham, and a number of fly-ins at the usual venues such as Popham, Compton Abbas and Oaksey Park. Other fly-ins were held at Tibenham and Sandown. Generally, the weather has been on our side and all those attending appear to have enjoyed themselves.



Not the perfect start for a fly-in day at Oaksey Park...

(Chris Reynolds)

but the day got better! (Graham Wasey)



The last fly-in of the season was scheduled to be held at Oaksey Park on 12th September but was rained off on the day. The event was re-scheduled for 10th October and, for once, the forecast gave a cast-iron sunny day; perhaps a little early morning mist, but then, it IS October! Eighteen aircraft were due to fly in, and a couple of parties would arrive by car, possibly for the safer option. A barbecue was arranged, and all was set with helpers standing by.

Well, that light mist turned into mist, cloud and rain; very localised, but effectively closing the airfield. However, we hadn't reckoned on the perseverance and resilience of the White Waltham brigade who sat in their crew room waiting for "things to get better". (This was starting to remind me of short-haul Shuttle flights of long ago). The

weather did start to, sort of, improve around lunchtime, whereupon several of them launched towards Oaksey. Those who took the northern route via Didcot managed to arrive at Oaksey, while those on the southern one via Swindon, including Mike and Mary Gush, Rob Owens and Adrian Keenan, had to turn back. However, these last two, upon landing back at White Waltham, heard that their colleagues had been successful in reaching Oaksey and immediately set off again. It's amazing what people will do for a burger lunch.



The end-of-season lunch at White Waltham (Rob Owens)

Two Past Masters, John Towell and Roger Gault made it in John's DH.82, though the real prize must go to David Cockburn and John Neil who flew down from Sherburn in Elmet, diverted to Staverton and then braved the weather into Oaksey. Peter Elliott also had to return to Fowlmere.

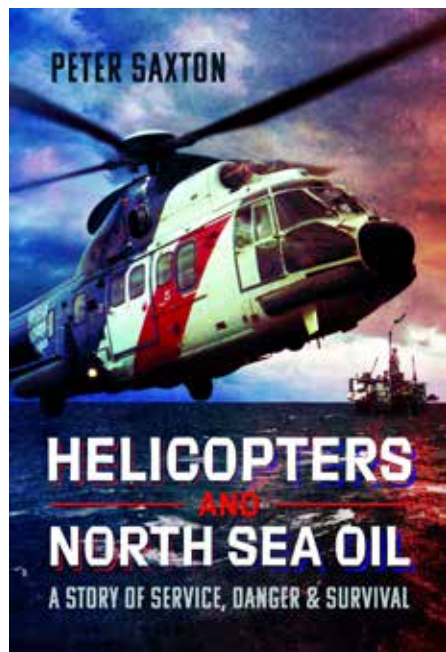
I have recounted all this since it gives an idea of what we do despite adversity and it sums up British summer weather: it can be a huge amount of fun, but a little frustrating. It has been a good year for the APFC, and we look forward to 2024. Next time, I shall be writing rather more on what we do, such as sponsoring gliding scholarships, and our history in general. □

*Some of the aircraft which made it through the mist
(Graham Wasey)*



BOOK REVIEW: *HELICOPTERS AND NORTH SEA OIL*, BY PETER SAXTON

Reviewed by PM Chris Hodgkinson



Ever wanted to know more about 'Oil and the North Sea'? This recent publication is more than a splendid primer and will answer most of your questions. Commissioned/ collated and in part written by Upper Freeman Peter Saxton, it covers the history and

development of the production of North Sea oil and the rapid expansion of the various helicopter operating companies. The sub-title *A Story of Service, Danger and Survival* says it all.

The author/collator is a former military helicopter pilot who subsequently worked on the North Sea, initially as a line pilot, then a management pilot and also as a safety representative with BALPA. After initial jet training he had been offered the chance to move to rotary wing – there

were, in those days, too many fully trained fixed-wing pilots! After a successful military and commercial pilot career and his work with BALPA on flight safety, he returned to university to further his growing interest in business management and organisational performance, achieving a distance learning MBA – no mean feat. Subsequently he was invited to take up senior executive positions with British Airways Mainline.

In the 20 chapters, you will read a series of personal accounts by highly trained helicopter pilots, many with distinguished careers in the military and commercial flying, who with the divers, ensured that essential staff could operate in North Sea oil exploration and oil supply.

Of particular interest are those chapters that cover *BALPA and the Campaign for Flight Safety*; the *Piper Alpha Disaster*; a *CAA Inspector's Perspective*; an *Oil Industry Perspective*; and finally, *Reflections on the Quest for Improving Safety: Helicopter Support for the North Sea Oil & Gas Industry*.

It is perhaps unsurprising that this last important chapter has no attribution. You will probably, like me, be left trying to guess who the author was. I am similarly unsurprised that the first print run has sold out.

Helicopters and North Sea Oil: A Story of Service, Danger and Survival, by Peter Saxton; hardback, 240pp, RRP £25.00 ISBN 978 1 39906 037 0. Published by Pen & Sword; www.pen-and-sword.co.uk. □

Some of the Promotions Team at the recent Pilot Careers Live event at Heathrow: (L) Freeman Dom Registe (YAP Chairman); Craig Jardine (Easyjet); Upper Freeman Tony de Brett; PM Roger Gault; Assistant Peter Taylor; Freeman Matt Winwood; Assistant Steve Durrell; (seated) Associates Chris Barrott and Becky Kwo; (R) Assistants Eleanor Ivory; Sam Waller; Steve Durrell (Elizabeth Walkinshaw)



INTO THE OVERSHOOT

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



TIGER +70

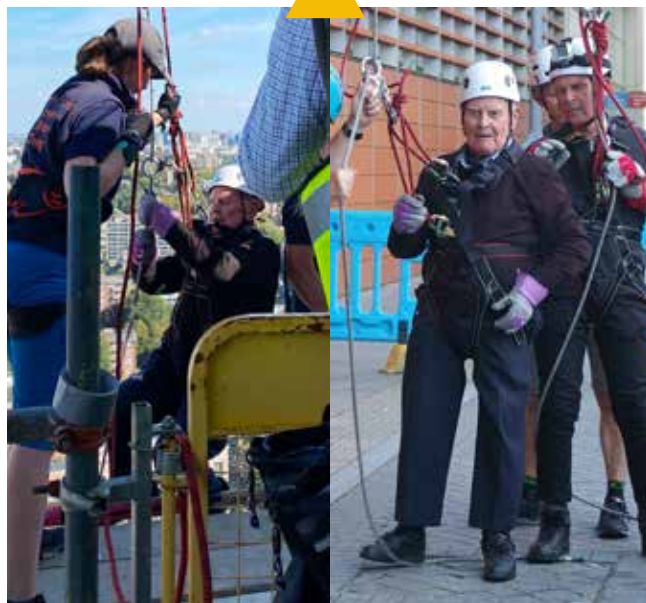
When PM Roger Gault was nine years old, he had his first trip in a de Havilland Tiger Moth. The aircraft was based at Bulawayo airport in what was then called Southern Rhodesia, now Zimbabwe. Roger's father was serving in the RAF at RAF Heany at Bulawayo and the pilot was a friend of his. Seventy years later, PM John Towell allowed Roger to return to the air in a Tiger Moth - but this time in the front cockpit – from White Waltham. □



THE BIG DROP

On 14th September, Liveryman Flt Lt Colin Bell became, at the age of 102, the 'oldest-ever participant in an abseil' according to *Guinness World Records* when he descended 280ft down the side of The Royal London Hospital. His descent began from the helipad of London's Air Ambulance, on the roof of the hospital – the Air Ambulance being one of three charities for which Colin is fundraising in 2023, the others being the RAF Benevolent Fund and the RCN Foundation.

Colin says: "I may be 102 years old, but I still want to do my bit to raise much-needed funding for three amazing charities." □



THE RULES OF DINING...

*Phone for the fish knives, Norman
As cook is a little unnerved;
You kiddies have crumpled the serviettes
And I must have things daintily served...
...Now here is a fork for your pastries
And do use the couch for your feet;
I know that I wanted to ask you-
Is trifle sufficient for sweet?*

(From: *How to get on in Society*; by John Betjeman)

Is this what Warden Walkinshaw and Assistant Voigt had in mind when posing at the door of the John Betjeman Room of Rules during the Assistants' Dinner? □