



Air Pilot

FEBRUARY 2019 ISSUE 31





AIR PILOT

THE HONOURABLE
COMPANY OF
AIR PILOTS
incorporating
Air Navigators

PATRON:

His Royal Highness
The Prince Philip
Duke of Edinburgh KG KT

GRAND MASTER:

His Royal Highness
The Prince Andrew
Duke of York KG GCVO

MASTER:

Captain Colin Cox FR AeS

CLERK:

Paul J Tacon BA FCIS

Incorporated by Royal Charter.

A Livery Company of the City of London.

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Except where specifically stated, none of the material
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Diary

FEBRUARY 2019

12th	Lunch Club	RAF Club
14th	GP&F	Cutlers' Hall
25th	Aptitude Testing	RAF Cranwell
26th	TC	Dowgate Hill

MARCH 2019

7th	GP&F	Cutlers' Hall
	Court	Cutlers' Hall
25th	AGM	Merchant Taylors' Hall
29th	United Guilds Service	

APRIL 2019

4th	GP&F	Cutlers' Hall
11th	ACEC	TBA
24th	Lunch Club	RAF Club
24th	Cobham Lecture	RAF Club

Please note that meetings scheduled for Dowgate Hill may be relocated to our new office depending on the date of our move.

VISITS PROGRAMME

Please see the flyers accompanying this issue of Air Pilot or contact Liveryman David Curgenvin at visits@airpilots.org.

These flyers can also be downloaded from the Company's website.

Please check on the Company website for visits that are to be confirmed.

GOLF CLUB EVENTS

Please check on Company website for latest information

Cover photo: The crown jewel of the Shipping & Airlines fleet – DH90A Dragonfly G-AEDU, “The Duchess”, in flight – see article on page 18 (photo courtesy of Keith Wilson via Carl Ward)

A message from your Editor...

There can be no aviator in Great Britain, and probably no one involved in commercial air transport around the world, who is not aware of the more than 3 days of chaos caused by illegal drone activity at Gatwick in December, and indeed a smaller scale incident at Heathrow in January. These two events raise several questions.



First, why have Britain’s major airports, largely owned by overseas sovereign wealth funds (to whom they have been paying large dividends), not invested heavily in counter-drone technology before?

Second, why did the Department of Transport not act on BALPA’s request, made last July, to extend the drone exclusion zone from 1 to a much more useful 5 kms around airports? The unsatisfactory answer, it would appear, is that the Department has been fully occupied planning for Brexit. Granted, any extension of the exclusion zone does nothing to impede those who harbour malicious intent.

Third, Sussex Constabulary later admitted that their own rush to deploy observation drones might have compounded the confusion. At the time of writing no arrests have been made (other than the initial, erroneous, ones).

But most worryingly, why did it take the Government so long to react to the Gatwick crisis before bringing in military assistance? It appeared to be 24 hours or so before the Regiment (the RAF one, rather than the Hereford Boys) arrived with some helpful kit. My understanding is that useful technology is widely owned and used by at least one Army regiment, and indeed the Hereford chaps are used to deploying at very short notice.

On another issue, the RAF has failed to cover itself in glory in its prolonged failure to provide any gliding for its many Air Cadets. The MoD and its contractors have failed to restore all but a dozen or so of the Viking and Vigilant fleet to airworthiness. Nor have they yet had them re-certified as civil airframes. Nor has the MoD sought to contract the nation’s many, and thriving, gliding clubs to provide air experience and tuition for the cadets in its stead (see this edition for evidence of the continued success of our own gliding scholarship programme).

The link between these two issues? They both demonstrate a worrying gap in communications and management decision-making between the Government, the world of civil aviation and the Armed Forces. The Honourable Company has members in all camps, fingers in most aviation pies. We should not be shy in speaking truth to power. This Government needs all the help it is proffered.

Paul Smiddy - Editor

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News Round Up

HERB KELLEHER

I hope members will forgive me for noting the death of a legendary aviation figure who was not a member of the Honourable Company. If Freddie Laker was the iconoclast of the British airline industry in the Sixties, Herb Kelleher carried the flag from the Seventies onwards – and to global effect. Kelleher, who died last month at the ripe age of 87, was CEO and co-founder (with a client of his law firm, one Rollin King) of Southwest Airlines. Created by this duo in 1971, it grew from servicing just intra-Texan traffic to become the inspiration for the low-cost airline industry. Michael O’Leary was but one such pupil.

He was an innovator for customer service standards and employee relations in the industry, and was what one might term a ‘well-rounded individual’. The UK’s Financial Times chose him as one of its 50 leading business pioneers in 2015, noting that he *“continues at age 84 to smoke and drink enthusiastically, and has embraced eye-catching stunts”*. Soon afterwards, Kelleher replied to the FT: *“Sir, I was so viscerally and cerebrally honoured by my selection ... that I smoked three packs of cigarettes and drank a quart of bourbon, thereby impairing both my ancient viscera and cerebrum. No lawsuit is imminent, however.”*

Southwest is said never to have posted a financial loss, nor laid off an employee – quite some yardstick in the airline industry, and a measure of Kelleher’s founding principles:

“A motivated employee treats the customer well. The customer is happy so they keep coming back....It’s not one of the enduring green mysteries of all time, it is just the way it works.”

2018 COMMERCIAL AVIATION ACCIDENT STATISTICS

According to the Aviation Safety Network, 2018 witnessed a total of 15 fatal airliner accidents, resulting in 556 fatalities. This makes 2018 the third safest year ever by the number of fatal accidents

and the ninth safest in terms of fatalities. The safest year in aviation history was 2017 with 10 accidents and 44 lives lost. Looking at that five-year average of 14 accidents and 480 fatalities, last year was worse on both accounts.

Twelve accidents involved passenger flights, three were cargo flights. Three out of 15 accident aircraft were operated by airlines on the EU “blacklist”, up by two compared to 2017.

Given the estimated worldwide air traffic of about 37,800,000 flights, the accident rate is one fatal accident per 2,520,000 flights.

GASCO

Upper Freeman Steve Hayman (our representative on this body) reports on the November council meeting as follows.

The following subjects were discussed at length:

ADS B (the need to develop a cheap low powered version compatible for all light aircraft gliders etc. and the various new collision avoidance systems).

The new GASCO winter course is nearly ready and will roll out soon. There had been over 200 Airspace Infringement courses completed this year by pilots who had infringed Controlled Airspace in some way, and there is a growing

demand for something similar for all pilots to try to reduce the large number of infringements.

Airports in the UK remain under threat and discussions took place about options to prevent change of use.

The need for robust control of Drones, given their wide availability, with poor advice given at the point of sale.

The use of Lasers attacking any form of transport; the rules changed in July 2018 and the first successful conviction has taken place, with a jail sentence for the person who attacked a Police Helicopter

The need to encourage younger membership to get more involved – difficult in today’s busy life. The new Stansted college for aviation students near the Inflight hangar is open for business.

SCHOLARSHIPS – ADDENDUM

Following on from the piece in the last edition of AP: the Nick Davidson Memorial Flying Scholarship has been going at Biggin Hill since 2012, is sponsored by Biggin Hill Airport and was set up as a charity in 2017; Company member Peter Greenyer is one of the founding trustees, Captain Gary Merchant is chairman. It awards 2 PPL scholarships each year.

The RAF is due to retire its Tornados this Spring. We have a visit scheduled to RAF Marham, the home of the Tornado (and indeed its successor, the F35b) on April 3rd.



TRUSTEES REQUIRED

The Air Pilot Benevolent Fund will be recruiting Trustees in 2019. The board consists of 6 trustees and 3 ex officio trustees, the term of office is 3 years. Liverymen, Upper Freemen or Freemen of the Air Pilots may express an interest in the position of Trustee to the Chairman, Warden John Towell, at jptmoth@gmail.com

The Air Pilots website has information about the Benevolent Fund at –

<http://www.airpilots.org/about-the-company/trusts/the-air-pilots-benevolent-fund/>



820 NAS returned to RNAS Yeovilton in December after deployment on HM Queen Elizabeth



The Lord Mayor's Show

By Assistant John Denyer

At around 0900 on Saturday 10 November, this year's intrepid volunteers gathered at Cutlers' Hall to collect the paraphernalia that is an essential part of the Lord Mayor's Show. Each year a small group of Court members volunteers to represent the Company at this historic event that has been running for more than 800 years.

So, now wearing robes, hats, and carrying the Company placard, Immediate Past Master Spurrier, Warden Keegan, and Assistants Walkinshaw and Denyer departed Cutlers' for nearby London Wall, the starting place for our segment of the procession. The Show assembles in a number of streets around London Wall and is martialled meticulously into the correct sequence at the roundabout around the Museum of London. The Air Pilots walk with the other Modern Livery Companies, accompanied by a London bus; this year a splendid gold-painted original Routemaster.

We had to be in position by 1015 for the 1100 start of the procession, but being about halfway through the marching order, it was past 1130 before we moved

anywhere! So we eventually set off, and once moving we proceed at a surprisingly brisk pace. Winding our way down Gresham and Princes Streets to Mansion House there

was the traditional cheering and waving of hats as we paid our respects to the new Lord Mayor. Then it was towards St Paul's and down Ludgate Hill and Fleet Street to the Royal Courts of Justice, shortly after which we paused for lunch while the Lord Mayor completed the formalities in the Courts.

As usual, the Master Mariners hosted the Modern Livery Companies for sandwiches on board HQS Wellington moored on the Thames at Temple. For the first time in years, the weather was kind to us, which meant that in addition to being spared the trudging in driving rain through slurry filled streets, we were able to enjoy the splendid view from the upper deck of Wellington.

Suitably refreshed, and after a similarly



long wait while the procession got itself under way again, we made it back along Victoria Embankment, past Blackfriars, and along Queen Victoria Street towards Mansion House again. At the Western end of Gresham Street, the procession disbanded as the participants broke off to head to their Company HQs, home, or wherever.

So really we were not required to be at all intrepid this year, and the whole event was a pleasant stroll (albeit a vigorous one) through warm and sunlit City streets to the usual huge applause and cheering from the thousands who came out to watch. But it was close; as we left Cutlers' Hall having dropped off our robes, the first few ominous heavy drops of a torrential downpour were just starting!

Master's Message

By Captain Colin Cox

Well, here we are, my last epistle before my term as Master comes to its inevitable conclusion. It's going to be difficult to let go of that 'gong' around my neck that seems to have a mind of its own; twisting round to the reverse like a recalcitrant child every time anyone comes near with a camera. Thank goodness for 'Sticky Fixers'.

As it happens I do get to stay in position for two more weeks than the norm this year, as a result of the requirement to dovetail bookings for both St Michael's and Merchant Taylors' Hall. The AGM and installation of the Master Elect is scheduled for March 25th this year so please do see if you can come along. An AGM always seems to be a bit of a dry old subject, but the Installation Dinner is anything but dry and is one of the few occasions during our year that we can bring our wives or partners to a social function.

And what a year it's been! In many ways much of the same but I've also tried to put my own stamp on it, as has Denise in her capacity as Mistress. Since we returned from the Master's Tour, an article about which appears elsewhere in this magazine, things have been a lot quieter so far as official Company duties have been concerned.

Of course there was the annual Christmas Carol service at St Michael's and Denise was delighted to discover that one of the perks of being the Mistress was that she got to choose the carols. Her first thought was 'O Holy Night' and I said that was such an impossible carol to sing well. OK for Johnny Mathis or Bing Crosby but Master Elect? IPM? Our Learned Clerk? Myself? Much better the choir sing it, and what a magnificent job they did! Jonathan Rennert and his team of choristers are really the unsung heroes (excuse me for that) of our two services a year. Denise has sent a letter of thanks expressing our appreciation for their efforts.

The carol service was followed this year by a return to the George and Vulture

pub, a short walk from St Michael's and, by all accounts, this was a popular move from the Counting House. Steak and kidney pie followed by sticky toffee pudding does nothing for the waistline but hey-ho!

Now I have to put my 'Time Lord' hat back on again since I am writing this before copy deadline at the beginning of January as we enter the New Year, and the invitations for functions are coming in thick and fast again. By the time you read this, we will have said 'Goodbye' to Ruth, our stalwart assistant to Paul in the office, at a leaving 'do' held at the RAF Club on the 10th January. Ruth retired at the end of November but will continue to do some work for the Company, managing the website on an 'as required' basis and working remotely from home (or wherever), but she will not be coming into the office and all her other duties/roles have been subject to a gradual hand-over. We wish her and her husband, Barry, well but she is, hopefully, not 'lost' to us as her nomination for acceptance to the Livery for services to the Company was to be put forward to the January Court.

Friday 11th January saw the annual City New Year Service, again at St. Michael's, attended by the Lord Mayor of London and the Governor of the Bank of England, both reading a lesson. A reception was held following the Service at Drapers' Hall.

A splendid 'White Tie' Banquet for the Woolmens' annual Alms Court Dinner was held on the 16th at the Barber Surgeons' Hall to which both myself and Denise were invited. We made good friends with the Master of the Woolmen and his Mistress, Andrew and Gillian Dawson, over the year and this invitation was a reciprocal gesture for our personal support of the sheep drive over London Bridge last September, entering our family team of 'shepherds'.

The usual round of meetings occurred throughout January and, of course, the annual election of the new Warden occurred at the January Court meeting. By now the name of the successful candidate is known and many congratulations are in order. We also will

have a number of new Assistants joining the Court. The deadline for nominations closed on January 31st and, given the composition and rotation of the Court, and dependent on the Assistant who is elected to Warden in January, the total number of vacancies will be either four or five. As a result, this year has all the hallmarks of being a very interesting election indeed.

With very little (so far) on the calendar for February and, however the elections pan out, one final duty in my year, and one that I am particularly looking forward to, is leading the move to our new home - Air Pilots House. This will be the culmination of much work with input from many parties but none more so than our Learned Clerk. Paul has gone above and beyond the call of duty in so many respects in effecting this acquisition that I'm not sure his efforts have been fully appreciated.

One other person to be singled out for recognition is that of the IPM, Chris Spurrier. Chris has doggedly pursued the formal winding up of 9 Warwick Court Ltd., the legal entity of our previous HQ and, at the time of writing, I believe one of the Trustees of that particular entity, Mr Robin Pick, is in the final stages of concluding the process. It would be nice to think that this could be completed before the end of my term as Master.

So, there we are, in less than a couple of months Malcolm White will have taken over the reins as I step down. I've heard it said by countless Masters before me, "Just where has the time gone?" It must surely be a function of how one busy a year the Master's year is. The job would be impossible without the help and support of the team in the office and of course, in most cases, the unstinting support of a Mistress/Consort, in my case Denise. She, like me, will look back on our experience as a never-to-be-repeated privilege and I sincerely hope that I've honoured my promise when first elected as Warden to serve the Company to the best of my ability. Thank you for the opportunity.

The Master's Tour (Part 2)

By Captain Colin Cox

In the last edition of Air Pilot we left the story in Auckland, about to depart across the Tasman for Sydney. We had given ourselves a couple of days after the Formal Dinner to catch up with some old Cathay friends in the Auckland area. Staying in the magnificent Victorian-era Northern Club for the first weekend of November, with it unstaffed, was a surreal experience as we had the whole building to ourselves, with the exception, we were told, of one other couple who we never did see. With its ivy-covered exterior facade it could easily have earned a reputation as a haunted house, other than the fact that it is a superb old building and we were very comfortable there.

Monday November 5th saw us catch the QF144 flight to Sydney where we were met at the airport by Upper Freeman Craig Wells, with whom we were to spend a most pleasant couple of days, along with his wife, Julia, in the suburb of Collaroy Plateau, ahead of the formal visit. That kicked off on the 8th when the Immediate Past Chairman of the Australian Region, Captain Sandy Howard, picked us up to take us for lunch at the prestigious Kirribilli Club by

the Harbour Bridge, with members of the Region who would not be able to make the Formal Dinner. Lunch was followed by Sandy whisking us off to the PACDEFF conference at the Crowne Plaza Hotel at Coogee Beach where we met up with the current Australian Regional Chairman, Mike Cleaver (aka Wombat). You might appreciate, if you didn't already know, that a lot of people in the Antipodes seem to have a nickname! As opposed to a nickname, PACDEFF is obviously an acronym, but don't ask me what it means. Nobody else seemed to know either, but it's something to do with CRM, NTS and Aviation Human Factors and it's the largest conference of its type in the world.

I wasn't even aware what NTS meant until Google came to the rescue - apparently it's 'Non Technical Skills', but you, the intelligent reader, would have known that. Anyway, the Air Pilots had a promotional stand there and I found myself behind the desk sandwiched between Sandy and Wombat in a passable representation of the 'Class Sketch' from the Frost Report, as broadcast on BBC



The Master and his Lady at the Aldinga club house

TV in April 1966. Hopefully, as seen in the accompanying photo.

The following afternoon Sandy, with his wife Marj, drove us to the Australian Club, again a most prestigious venue, where we checked in ahead of the 50th Anniversary Dinner of the Australian Region. We were welcomed to our room with a bottle of 'bubbly', a very generous gift from Mr Peter Lloyd, the nonagenarian previous recipient of the Region's 'Master's Trophy and facilitator of the evening's event. I had thought that I could get away with making just one speech for all five Formal Dinners we



Members enjoying the sunshine while they chat and watch the landings



Winners are Grinners YM Nick Arman

Aviation High School presentation

Members enjoying the BBQ with Steve Nelson's RV7 in the background



C172 hits the spot





Past Regional Chairman and the day's Judge Harold Walton perusing the scoresheets

were to attend during the tour, but it rapidly dawned on me that this was not going to prove possible. After being introduced by the Regional Chairman and delivering my 'Sydney' speech, I was delighted to be able to present Wing Commander (Ret'd) Ian Mallett with the Australian Bi-Centennial Award as well as Jim Thurstan with the Grand Master's Australian Medal.

The following day we were up with the larks to be driven to Temora, home of the Temora Aviation Museum, where I was to present a certificate commemorating the museum being granted affiliation with the Region. I will apologise now, but with Denise and myself being somewhat ignorant of Australian geography, we struggled to differentiate between exactly where and when we were going. Was it Temora tomorrow, the next day, or was it tomorrow that we were going to Temora? All was revealed when we eventually arrived there after a five-hour drive in Wombat's Subaru, stopping for a break in a sleepy little town called Yass, NSW. Temora itself is about 50 miles or so north of Wagga Wagga, affectionally known as Wagga. This begs the question, "If Wagga Wagga is known as Wagga, why is Woy Woy, to the north of Sydney, not known as Woy?" I can't remember who posed the question, but it seemed a perfectly reasonable question and caused us all quite a degree of amusement.

The Temora visit coincided with

Armistice Day and, fortuitously, in the year of the 100th anniversary of the cessation of hostilities after the First World War, it fell on Sunday November 11th. Denise and I were introduced to Murray Kear, CEO of the Temora Aviation Museum and it was to Murray that I presented the certificate of affiliation on the airfield's apron in front of a crowd of spectators gathered to see a display of iconic warbirds, both static and flying. It was a beautifully warm Aussie spring day and the crowd were out in their shorts and thongs asking, "And just who exactly is that bloody Pom out there dressed up to the nines in his jacket and tie with a gong around his neck?" Well at least this couple of overdressed 'Poms' knew the words to Advance Australia Fair, the Aussie national anthem, which surprised a lot of those present.

Mid-afternoon, after the flying display (which included a poppy drop over the town's war memorial from the world's only airworthy Lockheed Hudson), we upped sticks from Temora for the 2½ hour drive to Canberra, again courtesy of 'Wombat', our designated chauffeur. At the hotel, which was to be our home for the next four nights, we were met by Group Captain (Ret'd) Pete Norford (Norfs), Secretary of the Australian Region. Pete had arranged meetings over the Monday and Tuesday with Air Services Australia who look after the ATC infrastructure, the Australian Transport Safety Bureau (ATSB) and CASA, Australia's Civil Aviation Safety Authority. Finally we met with the Chief of the Air Force, Air Marshal Leo Davies. Discussions touched on a number of subjects but inevitably involved drones, which was certainly prescient considering the disruption occasioned by the closure of Gatwick just prior to the Christmas holiday.

Once the meetings had all been concluded, Denise and I were taken to the Australian War Memorial for the Last Post ceremony which, in this centenary year, obviously added an extra note of poignancy. Whilst we were there one of those crazy coincidences occurred when I just happened to recognise ex-CX Captain Peter Yates and his wife Joan who were visiting from Perth, WA. We

had a quick chat in passing but couldn't tarry as we were to be treated for dinner at Pete and Jane Norford's house, ahead of an Australian Council conference call. The next day our chauffeur (Mike Cleaver/Wombat) put his tourist guide hat on and drove us round Canberra and out to the Deep Space Communication Complex, also known as the Tidbinbilla Tracking Station, in the valley of the same name. This complex forms part of NASA's Deep Space Network that spans the globe and was an absolutely fascinating visit. Our tour was rounded off by Mike taking us up to the National Arboretum where 44,000 trees from over 100 countries are growing across the huge 618-acre site, and which afforded us a spectacular view of Canberra and its environs. We would never have seen any of this if it wasn't for our new 'mate' Wombat, so, at this point in the narrative, I would formally like to thank Mike for everything he did for Denise and myself from Sydney through Temora to Canberra. This is not to diminish in any way our gratitude to Pete Norford and his wife Jane for their hospitality in Canberra too.

Having made our farewells at an informal evening out with members at a Vietnamese BYO the previous night, Denise and I were driven to the airport by Pete/Norfs for our Virgin Australia flight to Adelaide with, what ended up as, a three-hour connection at Melbourne. This was more than a little frustrating knowing we were to return to Melbourne for our visit there anyway on the following Monday (it was now the 15th). However, the tour had to be scheduled this way since a Formal Dinner had been planned for Friday 16th in Adelaide where I was to present the Australian Region's 'Master's Trophy' for 2018 to Rob Moore, Chairman of the South Australian Region. Said gentleman met us at Adelaide airport along with our host, Denise's cousin Michael O'Connell. Michael and his wife, Anne, were to put us up for the four nights we spent in Adelaide. Prior to the Formal Dinner at the Military, Naval and Air Force Club we were shown around the facilities at Flight Training Adelaide, one of the foremost flying training schools in the

region and which took me back to my own flying training days at the College of Air Training, Hamble. The dinner saw me give my third speech of the Tour and present, not only Rob's 'Master's Trophy' but also a 'Letter of Recognition' to Mr John Pope for his contribution to country aviation and the building of the Southern Cross replica. This was the Fokker F.VIIb/3m aircraft that in 1928 was flown by Australian aviator, Charles Kingsford-Smith, in the first-ever trans-Pacific flight to Australia from the United States.

Altogether 65 guests were present, which matched exactly with Hong Kong to make this one of the most highly attended dinners of the Tour. Interesting that those Downunder always referred to the Master's Tour as the Master's Visit but understandable really because, to any one city, it would always be a visit to that particular city.

On Saturday 17th November, the day after the Formal Dinner, our Adelaide hosts, Michael and Anne, drove us down to a little airfield south of Adelaide called Aldinga. Apparently I had been entered into a spot landing competition in a C172. Past Master Spurrier had also been involved with this 'game' the year before and I had no illusion of improving upon, by Chris's own admission, his unenviable performance. Needless to say, I didn't! What I did, however, was receive a consolation prize of a fine bottle of a McLaren Vale red. Of course we had to finish the day off with a visit to one of the wineries where the contents are produced and it came to pass that a goodly number of members decamped from Aldinga Airfield to the d'Arenberg Estate and the Cube; a most unusual

winery experience in itself, a description of which must be left for another time.

The next day was a 'free day' (finally) which we were able to spend with members of Denise's family before departing on the Monday for Melbourne. An uneventful quick flight with VA had us met at the airport by our good friend, Carolyn, from our Hong Kong past, who, with her husband, Nigel, were to be our Melbourne hosts. Melbourne is a bit of a backwater so far as Company activity is concerned but John Whittington, along with his wife Shirley, arranged a luncheon at the Royal Automobile Club of Victoria. No speeches this time and no presentations. Just a good old chin-wag with members who included, from my old CX days, Capt Mike Killingsworth (Killer) and Captain Ken Patton (no nickname to my knowledge but let's take a stab at Patto). Thursday November 22nd and off to Brizzie. Not much had gone wrong so far on the trip but things were about to change. Weather problems along the East coast earlier in the week contrived to make check-in a nightmare with people everywhere. I waved my arms around a lot, pleaded insanity, and was rescued by a very nice lady saying, "Anyone for Brisbane, come and see Amy". I found a gap in the queue for check-in desks and said, "Are you Amy?" And hey presto! Once we were through, all was calm, and we even found time to sit down and I ordered a 'Full English' (or should be a 'Full Australian?') Either way I needed tomato ketchup and, as I squeezed the recalcitrant container, it shot up a spray of the stuff which descended in a myriad of small red dollops which settled on the white T-shirts of a group of ladies who

were in the vicinity. They were initially mystified as to why it was raining tomato ketchup. I didn't know where to put myself. Denise pretended it hadn't happened. I ran off to get a cloth from the service counter and offered to help wipe the ladies' down. My effort was politely declined. In the end all I could do was give up and say, "Sorry, you Aussies are very forgiving"- which they were. Their response was, "That's alright love, we're Kiwis!"

Day 27 and we arrived in Brisbane. Captain John Howie, an old Dragonair mate from HK days met us and took us home, where he and his wife Gael had offered to put us up for our time there. A quick change and an hour later we were off to a supposedly 'informal' get-together with a few old HK pals. Not quite! Jacket and tie we're told and off we went to another top club in town, the United Service Club. Well it was a very good evening although I can't help but feel it was all a bit of a practice for the Formal Dinner arranged for the Saturday, 48 hours hence. Mostly the same people, similar format, different venue.

It's not all beer and skittles though! I still had a function to perform and the Queensland Working Group had arranged a visit to the Royal Flying Doctor Service facilitated by Captain Tony Alder, Chairman of the Queensland Region and another old CX colleague. Shown around the RFDS operation by Chief Pilot Shane Lawrey, who has since become a member of the Honourable Company, this was a visit that was a privilege to undertake. After lunch, and thanking Shane for his hospitality, Denise and I were taken to a school called Aviation High, specialising in preparing

The Formal Dinner



Kirribilli Club



The Master and Rob Moore (SA Chairman and Australian Region Master's Trophy Winner)

teenagers for careers in aviation. This is in addition to a regular school curriculum; a most innovative approach and we were given a tour of the facilities by the school's Principal, David Munn.

And so it came time to leave Australia for Hong Kong. Memories of the hospitality Denise and I experienced and the friendly welcome we received from everyone; those we already knew and the new friends we found will stay with us forever. A special mention in despatches here must go to the QWG Chairman and his wife, Tony and Merryn (Meg) Alder, most ably assisted in putting the Brisbane visit together by John and Gael Howie. They, in particular, went the extra mile in making us feel most welcome in their home. Thank you all.

A flight through the night in Business Class on Cathay Pacific saw us arrive reasonably well rested into Chek Lap Kok Airport, Hong Kong and met by HK Regional Chairman, Captain Lachlan (Locky) Lawford – an Australian, hence the nickname.

Locky and the HK Treasurer, Patrick Voigt, known as 'PV' (there's an exception to every rule – he's a Brit), had put together a week of visits and meetings interspersed with social junkets that can best be described as 'full on'. The first evening saw a cocktail reception for members in the splendid Clipper Lounge of the Peninsula Hotel. I will warn the Master Elect now that this is unlikely to be repeated next year as I am informed that the budget overran by HK\$4,000.

The next day, Tuesday 27th, involved a visit to the Government Flying Service (GFS) HQ, where our 'team' was met by the Controller, Upper Freeman Captain Michael Chan. Michael was present at the T&A this year to collect the Prince



RFDS presentation

Philip Helicopter Award on behalf of the GFS for their exemplary rescue effort during Typhoon Hato on 23rd August 2017. The intention was to be flown by helicopter back to Central Hong Kong in one of the Service's brand-new Airbus H175 Guépard aircraft. That's a bit of a mouthful so they call it the 'Cheetah'. Unfortunately the weather had other ideas. It was a foul day with rain lashing down and visibility severely restricted. Despite the heroic effort of the crew in getting us airborne and making the effort to accomplish the mission we soon found ourselves back on the ground at CLK with a minibus transfer into town.

The evening was set aside for a two hour 'party' tram ride through the streets of Central which, despite the weather, can best be described as a 'fun' event.

No rest for the wicked though and Wednesday saw appropriate members of the HK General Committee back at the airport for a visit with the HK Civil Aviation Department to be met by Upper Freeman Ian Quinn of the CAD and his team. A long and healthy discussion ensued followed by a most sumptuous Chinese lunch.

A visit to Hong Kong wouldn't be complete without an evening out at the Races though and so it was that the evening saw many members gathered at Happy Valley Racecourse in one of the private 'boxes'. A HK 'box' is actually a restaurant in itself and, as usual, the buffet mix of western and Asian dishes was absolutely superb. And of course there was the racing but perhaps the less said about that the better as the majority of punters came away considerably the poorer.

It has also become a traditional part of the Master's Visit to be shown around the



RFDS

facilities at the HK Observatory. I had never been before and it was truly fascinating, not only to be appraised of the history of the observatory but also to have described the relevance of its integration with regards to aviation meteorological reporting (METARS, TAFs and the like) and the technology employed in integration with aircraft systems through satellite and digital interface. Very many thanks indeed to the Director of the HKO, Mr. Shun Chi-ming and his Assistant Director who facilitated the visit, Ms. Sharon Lau Sum-ye.

By now, if you've managed to read this far, it won't have escaped your attention that no evening in Hong Kong would be complete without recourse to some form of social interaction and Thursday evening was no exception. It was billed as an informal get-together at the old 'Weinstube' restaurant in Ashley Road, Tsim Sha Tsui, now renamed 'Prosit'. Either way it was the same old fun-filled establishment and, needless to say, a good time was had by all, as they say.

Friday was a day clear of meetings but involved preparations for the final Formal Dinner of the tour and it was billed as a spectacular event at a new venue for the HK Region, the ICON hotel in Tsim Sha Tsui East. I have to say, the organisers, namely Locky and PV, assisted by colleagues on the Regional Committee pulled out all the stops. The hotel itself ensured that sufficient staff were on hand at all times to ensure the event ran seamlessly. During the formalities, it was my particular pleasure to present Captain Graham Forbes with the Master's Hong Kong Regional Award 2018 and I'm sure that the 65 members and their guests who attended had a thoroughly

marvellous evening. I know that Denise and I most certainly did. It was a fitting finale to a tremendous trip for us and one that we will remember for the rest of our lives.

We were allowed a day to ourselves after the dinner so that we could pack our suitcases one last time. After ten flight sectors and two car trips, with just one flight to go, I don't think that either of us could say we were sorry this particular aspect of the Tour was coming to an end. I took Denise out for a last evening meal in Hong Kong together and to an old favourite of ours, a Swiss restaurant named, appropriately enough, The Swiss Chalet. It was then back to 'our' apartment and it is here that I must make one final massive 'Thank You' and that it is to Captain Mike MacCulloch of Cathay Pacific Airways for allowing us to stay with him for the week that we were there.

Then it was a leisurely start to our journey home with a 15:05 departure to LHR - Cathay Pacific naturally. PV and



Michael & Anne O'Connell with the Master & his Lady

his wife, Nicci, joined us in an Uber to the airport just to make sure we left. One last FaceTime call en-route to the HK Chairman, Locky, pretty well concluded the farewell process although PV and Nicci were absolutely determined to see us go by waving us off right until the last as we processed through immigration at departures.

And then we were here home, 5 weeks after we'd left, being greeted with.....

"Did you have a nice holiday?"



Formal Dinner 'wrap up'

Master and Wombat in Yass



The Master's Alternative Tour by Tiger Moth

By Liveryman Richie Piper

It is well known that the Master and his "Mistress" (the term Colin uses) undertake a Tour of the regions both to promote the Company and to strengthen the bonds with our overseas members. This year's tour was split into two segments rather than one single big journey. However, many may not know that the Master was involved in another tour, the Vintage Air Tour (VAT) which took place one weekend in the middle of September.

The Master is well known for his commercial flying background but has not been active in the general aviation scene for some years. Approaching retirement from commercial flying, the Master became a member of the Frensham Tiger Flying group and undertook the Vintage Aircraft Tour (VAT) together with the author, in Tiger Moth G-AOZH.

The VAT started in 2003 as a celebration

of the 100th anniversary of flight and has run every year since, apart from when the floods in eastern England caused its cancellation. Its true purpose is to get the owners out in their aircraft and hopefully have a couple of days flying around England's green pastures. However, the VAT has not always limited itself to England but has been to France twice: to Compiègne, with nearly 30 aircraft on the last occasion, which was a four-day tour. There was also a very successful VAT raid on the Dams on the 70th anniversary that was also the subject of an article in Air Pilot.

This year's VAT involved 17 vintage aircraft and was centred on Sywell where most entrants met up on the Friday evening, the remainder arriving on Saturday morning before the official start. As an airfield, Sywell is ideal for vintage aircraft as it is basically a large smooth grass area with three marked



Enjoying the ambiance of Charlton Park

runways together with one hard strip. Therefore it caters admirably for tailwheel and tailskid aircraft (a tailskid and no brakes means grass is pretty essential). The Aviator Hotel at the airfield offers great convenience and is in keeping with the event since, although it is essentially a 60s style hotel, it has been tastefully refurbished in the Art Deco style. Indeed, so well has this been done, new guests struggle to find their room as the numbering is more focused on



On the approach to Charlton Park



Tigers returning to Sywell

authenticity than information! It also includes a 1930s Art Deco bar and restaurant, which was formerly a Clubhouse and Officers' Mess, together with much fascinating memorabilia from the vintage age of flying.

Returning to our participation, the intrepid crew met up at Frensham to get the Tiger Moth out of the hangar, which involved moving four other aircraft. Preparing for flight included refitting the radio battery which had been removed for charging. Unfortunately a quick test showed the radio was u/s and a solution could not be found in the time available. A brief call to Sywell arranged a non-radio arrival, and an uneventful flight in the usual headwind (!) provided a delightful start to the weekend in bright sunshine. The radio-inspired delay meant we were the last to arrive and after picketing down the aircraft for the night, we joined the others in the bar for a drink and then evening meal. The Master and I were on the Chippy table and enjoyed talking to these "modern" aircraft crew!

The morning broke to a bright but cool day and the various aircraft looked beautiful in the early morning dew as the



A glorious Friday evening crossing the M4 enroute to Sywell

sun chased away the shadows. A proper aviators' breakfast followed by the morning briefing set us up for the day. Amazingly, the wind was straight down the strip at all 5 airfields that were planned for the Saturday (Haddenham, Charlton Park, Oaksey Park – for fuel, Bidford and back to Sywell). The radio was still non-operational, so we partnered with a shepherd aircraft (another Tiger Moth, thank you to Willie and Anne Geddes) to follow, having spoken to the airfields by phone.

The aircraft on the VAT included 6 Tiger Moths, 3 Chipmunks, a Leopard Moth, 3 Hornet Moths and a Miles Messenger. The Tiger Moths were nearly all still tailskid-equipped so had the most limited capability in terms of airfield operations. The VAT is designed to take into consideration the limiting characteristics of vintage aircraft as well as looking for enjoyable places to visit.

The VAT set sail for Haddenham in a stream of departures in glorious conditions with the wind on our starboard beam. As is the case, the aircraft quickly spread and disappeared from view except our shepherd, which we loosely formatted on, although with the Tiger's limited overtaking performance we could not let separation build too much. As we approached Haddenham and closed up to follow them for the join, all the other aircraft appeared ahead in the circuit and we trundled round to land and park up.

Haddenham was originally an RAF WW2 airfield called RAF Thame and was used for glider training. It was therefore appropriate that when it transferred to civilian use this included gliding, and from 1965 the charity Upward Bound Trust (UBT) operated from here, inspired by Sir Frederick Hoare, the then Lord Mayor of London, and his "Youth and Leadership" initiative. They have a similar objective to the Air Pilots of introducing young people to flight, for as little £2 a flight, and have trained hundreds of youngsters, many going on to a career in aviation. Sadly this all came to end on 20th December after the landowner gave them notice to quit, in order to develop the land. They are still looking for a new home. Despite the impending closure looming, the UBT provided a very hospitable welcome with tea, coffee, biscuits and cakes. This was clearly a tour where the weight and balance would need careful monitoring!

It was then time to saddle up ready for the next leg, which was officially with the Master as P1, since the idea was the flying would be shared on each leg. Colin's smooth take-off kept us close to the shepherd and we took a few air-to-air photos of them as, remarkably, they had not had their picture taken in the air before. Charlton Park is well known to Air Pilots as a recent Garden Party was held there thanks to the Earl and Countess of Suffolk. It is a delightful



The 'Shepherd' Tiger

parkland site in the grounds of the Manor House, which itself is very close to the threshold of the runway 25. It was only after we had landed that we understood the benefits of being non-radio. The A/G radio did not have a strong and clear signal for some reason and there were many others flying into Charlton Park for the day, so it was very busy! However we were unaware of this as we dutifully followed our shepherd round the circuit keeping a good look out for traffic and were only cut up once, on finals, by someone joining from the "wrong" base. This was easily accommodated, and the Master landed smoothly before we taxied to parking. A barbeque lunch was available in the hangar and tour members could chat to each other as well as the other flyers who had arrived. For those that can remember

the ITV series *Piece of Cake*, Charlton Park featured as the French Chateau St. Pierre; this provides an added interest, especially as one of my aircraft was involved in the filming.

After lunch we departed on our own for a pre-arranged time of landing at Oaksey Park to uplift fuel. Andrew does a great job of looking after us and it is a delightful airfield to visit. The Air Pilots Flying Club includes it in their programme every year if you would like to experience this scenic airfield. After tea & biscuits and settling payment for fuel (cheque only, no credit cards), we were now on our own for the next leg, flying along the ridge looking down to Gloucester and Cheltenham. Bidford were initially nervous of us coming non-radio as another event was also taking place. We offered to happily skip this

destination and head to Sywell but after a discussion, an arrival time and joining procedure was agreed. We landed as planned and the only traffic was an aerotow that launched as we were on base leg. This turned out to be in contrast with the rest of the VAT arrivals which were very busy; non-radio again had some advantage!

After the normal period of chat and a cuppa with some delicious homemade cakes, plans were made to depart and it was decided it would be best for the three Tigers to launch together and fly back in formation. It was the Master's departure again and I took a few shots in loose formation before I took over and closed up, and Colin took a nice shot of Tiger Moth G-ADJJ on his phone. Apart from the few that joined in only for the day, the remainder arrived back at Sywell to secure their aircraft and enjoy well-earned drinks before (and after!) dinner. Despite the "leisurely" service this was another very social dinner.

In reviewing the weather for the Sunday, it was clear the wind would be strong and 90 degrees across all the runways bar one. After discussing this as a crew, and having had such an enjoyable day, it was decided it was better to run away bravely and quit whilst we were ahead in the morning. Getting back into our strip would also be a problem, so we arranged to fly to Popham and see how things panned out. We did launch back to Frensham strip when the conditions were at their most favourable but on short finals it was clear conditions were not suitable, so we returned to Popham where they were very helpful in helping us secure the aircraft (even providing a golf cart as a further tie down point) until conditions improved.

So for us the VAT had concluded after some excellent flights, glorious airstrips, and good company and fellowship from those who enjoy and understand the challenge of vintage aircraft flying. It is always a pleasure to experience the way everyone helps each other and of course provided the Master with an additional Tour for his year. Thank you to the Master for his company despite the demands of his busy year, and especially Ron and Valery Gammons for arranging the VAT.

The steed of the Master and Richie Piper picketed safely at Sywell for the night



From the Desk of the Director Aviation Affairs

Liveryman John Turner

A new year has started so once again it is time to reflect – and to look forward. Unfortunately, perhaps almost inevitably, 2018 did not match up to the 2017 precedent of zero accidents and zero passenger deaths in *commercial jet passenger operations*¹. Although not all the 2018 accidents have been fully analysed, preliminary reports show (perhaps equally inevitably) that Loss of Control and Controlled Flight into Terrain featured amongst the causes. Looking to the future a number of issues, none of which are really new, begin to feature either in the media and/or in the topics of concern to our Technical Committee.

TECHNICAL COMMITTEE UPDATE

Fatigue. It is no secret that we all react differently to stress and disturbed circadian rhythms. Similarly, the effects of an extended number of late finishes or an extended number of early starts has been known for a long time; the ICAO Fatigue Management Guide for Airline Operators (2nd Edition) includes a graph of results from 2000² research showing how the reaction time of subjects afforded less than 8 hours ‘time in bed’ (TIB) degrades progressively – and that after 7 days of limited TIB even three nights of 8 hours is not enough to restore normal reaction time. Yet we continue to hear of failures in Fatigue Risk Management System (FRMS) implementation, including flight crews coming under pressure with threats of dismissal if they report being fatigued while following their planned roster. This approach suggests that some airlines

believe that if they issue a roster within the maximum limits, it will be impossible for an individual to become fatigued. This is clearly nonsense and totally contrary to the expressed regulator intent behind ‘relaxed’ limits that were introduced to allow the airlines more flexibility in scheduling, while a FRMS provided a fatigue-controlling safety backstop and the ability continuously to improve scheduling effectiveness. As we contemplate the issues surrounding flight crews, we should remember that ground staff who also play a vital role in the safety and efficiency of airline operations face similar challenges of early starts and late finishes.

Satellite Navigation. Aviation relies increasingly on satellite-based navigation; it is highly accurate and allows improved flight efficiency and operating economy. Meanwhile, traditional ground-based navigation aids are being withdrawn across the globe. Mariners also rely increasingly on satellite-based navigation systems but the maritime world is also embarking on providing complementary ground-based solutions such as eLoran as a back-up. For an aircraft descending on a GNSS approach, disruption of the satellite signals – whether by a lorry-driver’s GPS-jammer or a malicious agent’s deliberate act – would prevent landing in poor weather and spread that disruption into the air traffic network. Aviation safety is a continual exercise in risk management; an industry that needs sustained operations in poor weather might be wise not to place all its eggs in one basket.

Upset Training v Keeping Control.

The Air France 477 and similar accidents have prompted many aviation organisations and regulators to look at issues such as the potentially debilitating impact of flight deck automation, pilot skill fade, arousal levels and startle effect. We were no different. We also recognised that, regardless of experience, many of us felt our ability to fly well on instruments was a skill that could quickly atrophy and, if so for us, then presumably for others. Of all these considerations, the emerging remedy of choice appears to be upset recovery training in simulators or light aircraft but there has been a fairly constant line of thought running in the Technical Committee throughout all of this: If you can’t keep control of the aircraft in the first place, why would you expect to be able to regain control? Surely prevention is better than cure in this instance.

MAG2TRU. We hope to have a short (30 minute) presentation on the safety and cost benefits the transitions issues in changing from magnetic to true north-referenced navigation and on fatigue later this year. These will be made available to all members in due course

DRONES

Drones became the lead news item in UK when, just six days before Christmas, London Gatwick was forced by reported drone activity to close repeatedly over a 30 hour period. The incident is thought to have started when a security officer finishing his shift at about 21:00 saw something unusual, in the form of two flying objects, each in the shape of a cross with sharply flashing lights, flying over a perimeter road. By the conclusion of the event, over 1,000 flights and 140,000

passengers were affected, with many people travelling for the holidays. Air traffic control (ATC) suddenly became unexpectedly busy at a time when activity is usually winding down. There is a good illustration of the knock-on effect available on-line; Gatwick had previously experienced a much shorter 'drone' incident in July after-which NATS, the air traffic services provider across all of the UK's airway structure and many of its aerodromes, produced a video to show how even that relative short closure impacted the nation's air network. We should also remember the flight crews for whom each disrupted or diverted flight changed and added further uncertainty to their planned schedules. (It would be interesting to know whether/how the airlines' FRMS recorded and coped with those changes!) As the closure continued, the Royal Air Force Regiment deployed with UK-designed specialist counter-drone equipment (not the 'army' or the Israeli Drone Dome system as originally reported).

The whole event highlighted many of the things that aviation has been struggling with since the advent of smaller and cheaper drones into the civilian market: How do you ensure drones do not adversely impact manned aviation? How do stop a drone that is threatening your airfield? How do you identify (then catch and punish) a

recalcitrant drone operator? The Federal Aviation Authority (FAA) has launched a drone identification test program that is financed by the drone industry and aimed at speeding up the drone identification process to open up swathes of airspace currently blocked to commercial drone operators. The UK Civil aviation Authority (CAA) has been championing low power miniaturised ADS-B that every drone (and light aircraft and glider, etc.) could carry. However, as the Gatwick experience shows, in addition to handling cooperative air vehicles, it is absolutely vital to be able to detect, track and then identify (or knock-down safely) non-cooperative drones, which is a challenge the military have been facing on operations for some time. Research work quantifying the effects of drone strike already shows that bird-strike resistance may be no protection against a drone-strike; the male Kori Bustard, which is native to Africa and the heaviest flying bird in the world can weigh 18 kg but it does not comprise localised lumps of high density battery or camera equipment.

While we have a particular interest in the 'drone threat' it extends well beyond aviation. In October 2018, FBI Director Christopher Wray told the US Senate Homeland Security Committee that the terrorist threat from a drone attack was escalating. That same month, UK

security minister Ben Wallace warned that *"terrorists continue to explore new ways to kill us on our streets: chemical and biological weapons are marching in closer. They have developed and worked on a better arsenal. We have to be prepared for the day that might come to our streets here."*

Hopefully, once Sussex Police and others have completed their investigations into the whole Gatwick event, lessons will emerge to drive the behaviours, legislation, operational preparedness and equipment needed to ensure swift and effective resolution of any future similar incident. The response to terrorist threats will always be intelligence-led but a system that secures our airport security in future could also protect our streets. One lesson is evident, even before the investigation is complete; you cannot fix every aviation issue through aviation rules because those who strive to follow the rules are not the issue – it is the others that pose the threat to us all.

Best wishes for 2019

¹Aviation Safety Network statistics based on all worldwide fatal commercial aircraft accidents (passenger and cargo flights) involving civil aircraft certified to carry 14 or more passengers. If military transport aircraft and non-commercial flights of this category are included, total fatalities would be 230 in 24 fatal accidents, which is still the lowest numbers in modern aviation history.

²Figure provided by Dr N. Wesensen, adapted from Figure 2-24, U.S. Department of Transportation Federal Motor Carrier Safety Administration Report No. DOT-MC-00-133, May 2000

³<https://www.youtube.com/watch?v=V0rFFZ332k> (accessed 5 Jan 19)

Visit to the Atomic Weapons Establishment, Aldermaston

by Liveryman Alan Jackson

On the morning of the tenth of October, twenty-two members arrived at the main entrance of the Atomic Weapons Establishment at Aldermaston for our visit to the AWE museum. Security matters having largely been dealt with in advance, our host, Richard Moore, was soon able to conduct the party on the short walk to the AWE museum. Richard is AWE's historian, and a visiting senior research fellow at the Centre for Science and Security Studies at King's College London.

After coffee, Richard gave us an introduction to the history of the AWE site at Aldermaston. AWE was originally established as the Atomic Weapons Research Establishment in 1950, on the former Second World War airfield of RAF Aldermaston. Originally intended as a bomber base, wartime use of the station was mainly by United States Army Air Force units; among other tasks, C-47s and Hadrian gliders based there took part in D-Day operations. Post-war, the airfield was used briefly by BEA and BOAC for training.

In the museum's galleries we were introduced first to Blue Danube, some five feet in diameter and twenty-four feet long, the first British atomic bomb design; its size is truly impressive. The need for an independent British weapon had arisen because the United States had cut off all nuclear co-operation with allies by means of the Atomic Energy Act (the 'McMahon' Act) in 1946. Produced by a team led by Sir William Penney, Blue Danube was the resulting 'special weapon' which the Valiant, Vulcan and Victor were designed to carry, and had a similar yield (10-12 kilotons) and broadly similar design to the 'Fat Man' bomb used at Nagasaki. Richard told us that the work to produce Blue Danube was widely contracted out among British manufacturers. These included a hot water bottle maker, who may have wondered what were the curiously shaped rubber items that were so urgently required; he probably never knew that they were the moulds for the crucial segments of high explosive (the 'lenses') which initiated the weapon's

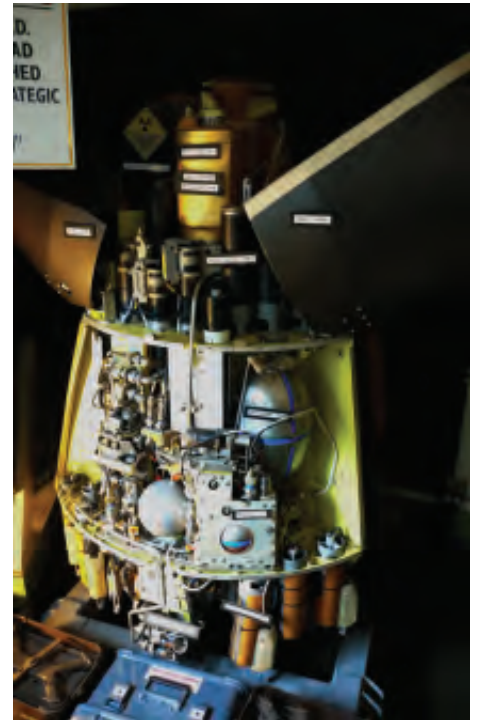
fission reaction in its plutonium core.

Almost next to Blue Danube stood a much larger, roughly rectangular steel box. This was Blue Peacock, a prototype for a nuclear landmine intended for use in Germany. It contained a physics package similar to Blue Danube and could be triggered by a wire connection or by timer. To prevent some Soviet James Bond type from attempting to defuse it, there were anti-tamper devices; the weapon would detonate ten seconds after being moved, filling with water, or in the event of a pressure drop in the container. Although two prototypes were built, Blue Peacock was, thankfully perhaps not least for its operators, never operationally deployed.

Blue Danube was succeeded in production by Red Beard, another fission bomb. This was a smaller weapon, which enabled it to be carried by several additional types of aircraft; these included the Canberra, Buccaneer, Sea Vixen, Scimitar and Javelin, though it was never operationally deployed on Sea Vixen or Javelin. The reduction in size resulted from various miniaturisation steps, including smaller high explosive lenses. As well as equipping UK-based aircraft, Red Beard was also deployed to Singapore (meeting a UK commitment to the South East Asia Treaty Organisation), and to Cyprus (for the Central Treaty Organisation).

By the time of Britain's first successful demonstration of a thermonuclear (fusion) bomb, the Flagpole device in the Grapple Z trial, nuclear co-operation with the United States had resumed. Britain having thus demonstrated its H-bomb credentials to America, the first operationally deployed British fusion bomb, Red Snow, was based on a US design. This we were shown in a cut-away example of the Yellow Sun bomb casing, originally designed to accommodate the much larger British Green Grass 400 kiloton yield fission weapon, with its blunt nose to slow its fall.

Next on our agenda was the WE177, the last British aircraft-delivered nuclear weapon. A much smaller device than any



Chevaline

of its predecessors, it was capable of being carried by a range of types, from Vulcan to Harrier, and in its depth-charge version, from RN helicopters. In service from 1966 to 1998, the weapon was British-designed but with American inputs. In 1969, delivery of Britain's strategic deterrent passed to the submarine-launched Polaris missile, an example of which we saw in the museum. The submarines carried sixteen of these missiles, each originally equipped with three warheads aimed to fall in a triangular pattern and between them having a one megaton yield. Richard described how the Royal Navy (apart perhaps from Earl Mountbatten) had not been keen to take the task on, but, following the 1962 Nassau agreement, had saluted smartly and carried on. In the event the weapon system was delivered on time and on cost.

Increasingly sophisticated anti-ballistic-missile defences around Moscow led to the recognition that the deterrent value of Polaris might be diminished or obviated. To meet this challenge, the decision was made to replace the original three-warhead Polaris weapon load with two weapons accompanied by multiple penetration aids, including decoys. This



Polaris - at RAF Museum Cosford



Yellow Sun

resulted in the politically troubled but successful Chevaline programme, delivered in 1982, and it was particularly interesting to see an example in the museum, albeit absent its penetration aids, and samples of its three-dimensional quartz-phenolic heatshield.

Moving on to another gallery, we learnt about the various nuclear test

programmes, spanning the era from the original Hurricane test in 1952 until 1991. Richard explained the reason for the Hurricane test having been carried out in a ship (HMS Plym) in shallow water. The fear was that the USSR might prefer to launch a nuclear attack on Britain by delivering weapons in merchant ships to British ports.

Atmospheric testing continued for a decade, but went underground (in Nevada) in 1962, and ceased in 1991. Since then, testing has been simulated.

After this most interesting and unusual visit, and with many thanks to Richard Moore for making it possible, our group adjourned to the nearby Calleva Arms in Silchester for a buffet lunch.

GAZETTE

APPROVED BY THE COURT 24 January 2019

ADMISSIONS

As Upper Freeman

Mark Alexander BENNISON (OS)
Reginald Alfred BRINDLEY
Pierre Mark CADORET (HK)
Julian FENTON (OS)
Michael Charles GINN
Desmond James Michael HOWARD
Gregory John HUNKA (HK)
Shane LAWREY (AUS)
Peter Donald LEES (HK)
Ryan Edward MANNERING
Lydia Jane MILLS (HK)
Fjell Thomassen NORRBLUM (OS)
Ross PARKER (AUS)
Marcus John TOMBLIN (HK)
Richard Anthony Joseph TOULMAN (NA)

As Freeman

Pavel ASTASHKIN (NA)
Michael Walter FLECKNEY
Adrian Raye THOMSON-HAYES

As Associate

Annabelle Victoria CLEVE
Samson Chun Wai KWOK (HK)
Travis Jon LUDLOW
Daniel Andrew NARRAMORE (HK)
Hillary PANG (AUS)

ACKNOWLEDGED BY THE COURT

24 JANUARY 2019

REINSTATEMENT

As Upper Freeman

Louis John Colman BEARDSWORTH (OS)

REGRADE

As Freeman

John Joseph DEECKE (AUS)

DECEASED

Bruce ANDREWS (AUS)
Douglas EVANS
Philip LAMB

RESIGNATIONS

Glen HARRISON
Matthew HINDES (AUS)
Andrew HUNT (OS)
Richard JONES
James LEAVER
Geoffrey LEDGER (AUS)
Ian MARTIN (NA)
Christopher PALMER (NA)
Mark SWAN
Jennifer THOMPSON (AUS)
Douglas WHITFIELD (AUS)
Cornelius WILSON

FORFEIT ALL BENEFITS

Cameron ALEXANDER

Filling my toy box

By Liveryman Peter Greenyer

I first became involved with Biggin Hill-based Shipping & Airlines as a private pilot customer way back in 1988 – my first impressions were of an aviator-friendly hangar with an odd name. The staff went out of their way to make strangers welcome – a company ethos maintained, then as now, under the leadership of our long-serving hangar manager Tony Habgood. Up until then I had never had any ambition to own an aeroplane – let alone an aircraft collection – and I have often wondered how it came to be, well here's how.

I learnt to fly at Southend and considered myself to be a reasonably balanced individual with an expensive habit. Flying for me then represented hiring a club PA23 Apache and having fun touring the UK and Europe – leaving the complexities of aircraft ownership to other more experienced types. Unfortunately for me, the poor old Apache went permanently u/s and the search was on for a replacement – one was quickly located at the famous Kent airfield of Biggin Hill.



*Early days at Biggin Hill
Touring in PA23 – Piper Apache "JU"*

My check-out on the Biggin based PA23 was carried out by one Richard Elles, a great Biggin Hill aviation personality and freelance instructor (Editor's note – I agree!) and, although I didn't realise at the time, a huge influence on the future direction of my growing aviation habit. It was Richard who insisted on a standard of flying accuracy and aircraft handling

way above my existing level, and which would ultimately pay huge dividends when handling a real-life engine failure, whilst flying IMC inside Russian airspace – but that's another story for another day.



*Richard Elles – the man who really started the story
– expert multi engine pilot also a master of stick and rudder flying.*

As the years passed I became an ever more frequent visitor to the Shipping & Airlines hangar at Biggin Hill – and as I passed through I could only wonder at the magnificent vintage aeroplanes which always seemed to hide at the back of the hangar. It was that man again – Richard Elles – who one day asked me "have you ever considered tail dragging?". A statement which found me shortly thereafter sitting in a little Piper Cub L4 owned by S & A, then having my first instruction in a very different mode of aviation.



*Piper L4 Cub. A great recce aircraft -built in 1943
and still in use today*

I considered myself by then to be a reasonably proficient light aircraft aeroplane driver – this was all to change as I was reduced to a quivering sweating mass by this small but seemingly uncontrollable beast that I was now trying without success to control. The Cub is a great taildragger trainer and with time, patience, and quite some bravery, Richard Elles slowly coaxed me towards an adequate standard in the seemingly impossible and black art of tail dragging. Then one day it just happened – a genuine light bulb moment – my hands and feet got together with my brain a little further behind and I soloed the Piper Cub – a fantastic moment.

We are still using the same Piper L4 Cub to this day to convert nosewheel pilots into tail dragger folk, and for me it remains one of the very best things I do with my time to get someone with no tailwheel experience checked out and away on a new aviation path. The joys of flying a taildragger over the Kent countryside and being able to smell the cut grass are second to none and I believe should be on every pilot's aviation bucket list.

Over the next couple of years Tony Habgood introduced me to the delights of the vintage aircraft collection owned by the company – which at that stage was owned by ex-barrister and aviator, Michael Dunkerly, who although rarely present, nevertheless very graciously allowed me to fly the hangar's aircraft collection under Tony Habgood's supervision. We started with the Rearwin Sportster – a 1936 high wing monoplane



*1936 Rearwin Sportster – rebuilt by the team at
Shipping and Airlines – a real challenge on rudder
control.*

similar in appearance to a large Cub and not too difficult to fly. This machine was great fun to fly – the challenge was to keep the beast in balance as its rudder is oversized, and this kept my feet dancing the whole time.

So everything was just about aviation perfect – I had access to a well-equipped if venerable twin for touring and two taildraggers for fun flying whenever the weather gods played ball. In those days we had few flying restrictions at Biggin, and a crosswind runway to boot! We needed no excuse to wheel an old machine out of the hangar, and go for a bumble before retiring to Joe's (one of the most infamous of the seven bars which then existed at the airfield – sadly all now gone) for some refreshments and to hear the latest aviation tales from fellow addicts.

Sadly, no such perfect state of affairs lasts forever and so it was for me. A moment of stark reality came for me when in 1994 Michael Dunkerly announced that he intended to sell the, by now, beloved Cub. Michael had not reached the exalted position of barrister without some smarts – and we quickly settled on a solution – I would buy a half share in the Cub and save it from disposal! Finally, my long-held principle that aircraft ownership made no financial sense was broken in pieces by my love of an aeroplane that I was not prepared to be parted from – a stronger man would have instantly sought the assistance of mental health professionals, but the deed was done, and henceforth I could not return to my previous happy state of gentleman hirer and non-owner.

At about the same time I was busy struggling through the instrument rating course with Bournemouth-based SFT, flying Aztecs – as my much loved Apache 'JU' decamped to live at Andrewsfield. Not an impossible distance but a painful drive if undertaken on a regular basis. So, once again the hunt was on for another replacement twin to exercise the privilege of my brand new

IR. At this point, I had the good fortune to meet one John Keates – a famous heart surgeon who owned a very beautiful PA39 Twin Comanche. Joint ownership followed shortly afterwards and as a bonus, I had also found a fellow instrument rated touring pilot who was single and enjoyed life and travelling to the fullest extent.



PA39 Twin Comanche – a great touring twin with range and economy second to none in its class

A perfect aviation partner had been found – so now my aircraft ownership count was only two shares – not too bad! After I had convinced John Keates to move the PA39 to the care of Shipping & Airlines I felt I had averted aviation disaster on both tail-dragging and touring twin fronts, and come out fairly unscathed if a little financially wounded.

Over the next few years I continued my aviation journey by becoming acquainted with the remainder of the Shipping & Airlines fleet of vintage aircraft – including the beautiful and unique Civilian Coupe – built in 1931 and so easy to fly – with its 105hp Armstrong Siddeley Genet Major engine giving her a remarkable turn of speed. We didn't know it then but part of her secret was an internal gear driven supercharger – this we would find out about later following an engine failure and a forced landing incident.



1931 Civilian Coupé – lots of history and very easy to fly

This aeroplane we believe to have been the first side by side configuration light aircraft registered in the UK and we have extensive records of her history before WW2 when she toured Europe – many of her hand written journey log pages contain custom stamps from many far away airports, some of which sadly no longer exist.

She avoided being impressed into the RAF for WW2 by being hidden away by her then owners above a shop in Wales – and there she remained until rediscovered in the Seventies and bought at auction for restoration by another former owner of Shipping and Airlines – Phillip Mann.



Civilian Coupé in company with her sisters – DH87 Hornet Moth G-AHBL and Curtiss Wright Travel Air G-AAOK

I also discovered the delights of learning to fly the beautiful and quirky Miles Messenger – an aircraft without doubt possessed of the worst ground handling characteristics I had come across to date! Like all Messengers, Victor Zulu, despite her three rudders had no directional control below 28mph except for her very venerable cable operated brakes – overuse of these repaying the hapless driver with complete disappearance of same at the most vital moment. Crosswind landings were a real challenge – but of course, like any precocious and beautiful women it only deepened our enchantment with her and she became a firm favourite. Sadly, it was in this machine in which I would many years later have a take-off accident entirely caused by my own stupidity that has brought about a long-term rebuild of the aircraft and severely

dented my aviation pride.



1944 Miles Messenger – lovely to fly but very bad manners on the ground and in a cross wind from the right hand side. This may be the only genuine military Messenger still extant – although she saw no military service – three fins but still hopeless directional control!!

So by the late nineties, and after many happy hours of flying at Biggin, Michael Dunkerly announced his wish to sell the entire business of Shipping & Airlines to the highest bidder. My mind went into overdrive – perhaps it would be sold to some commercially orientated outfit who would be unfriendly and we would lose our old machines and our aviation home – something had to be done!

I approached the owner and came away somewhat dejected that the asking price was well beyond my means. However, with the help of Messrs Dunkerly and John Keats a deal was done that found us three as business partners. This lasted for a short while but over the next few years I bought the partners out to become the sole owner of the company.

As with all businesses the heart of the Shipping & Airlines enterprise was, and remains, the staff. Our long serving and loyal team consist of our hangar manager



A very full hangar at Shipping & Airlines – Biggin Hill.

Tony Habgood, a fellow aviator and engineer; our chief engineer Chris Bond – a man with an encyclopaedic knowledge of light aircraft; Gary Duncan – an engineer who is an artist with pieces of wood and fabric; and our other two equally talented engineers, David and Dick, who have joined our team more recently.

In between looking after our really great band of customers' aeroplanes the team maintains the company's fleet of vintage aircraft. At that stage Shipping & Airlines also owned an aircraft project which had lain untouched at the back of the hangar for many years – a 1931 Curtiss Wright Travel Air biplane. I was keen to see this fly, and if this meant a bit of arm twisting and some cash – what could be the harm?

So, it was that over the next five years our team tracked down the engine at the repairers and rebuilt the machine from a bare frame, reinventing most of the wings and tail plane until on one bitterly cold February afternoon in 2005 I took her flying again for the first time in many years. It was a great moment to bring an aircraft back to life, but for me it was also an education in just how much work and time is involved in such a project.



During the long 10 year restoration – at last we have an engine complete and running.



1931 Curtiss Wright Travel Air Post-restoration - 2005

Sadly, nothing stays the same forever and my long-term aviation friend and partner in the Twin Comanche John Keates got married, and decided to stop flying – so after a few more twin flying partner changes that didn't work long term, I became the sole owner of the PA39 twin. The good news is that by this stage I had also been introduced into a great touring aviation club – the International Comanche Society – a type club that really likes to travel. With this great group of aviation enthusiasts, we have made flying visits all over Europe – travelling as far afield as Russia, North Africa and even across the Atlantic to Canada. All great fun – and definitely the type of flying for which the Twin Comanche was designed.

In the meantime, we had also joined the prestigious Moth Club – which was somewhat odd as we didn't own one at that stage! They were all very kind and invited our Miles Messenger with its de Havilland engine along as an honorary Moth to their wonderful gatherings of magnificent machines; we tried to repay their kindness by providing charity rides in the Messenger which we hope made some tiny contribution to their overall success.

It was at one of these meetings that we first came across that massive aviation personality, engineer and talented aviator – Henry Labouchère, and more importantly one of the machines he had in his care – the DH90 De Havilland Dragonfly – they say beauty is in the eye of the beholder but I would defy any aviation minded person not to be taken by the lines and presence of this lady – she is simply stunning

It was Henry who sold me our first proper Moth – he convinced myself and Tony to travel up to his emporium in Norfolk to view a little Hornet Moth he just happened to have for sale. I flew up with my leg in plaster (another story) and had a hair-raising Hornet test flight with Henry in the left hand seat chasing rabbits by air! Needless to say, we brought

the little Hornet Moth home and so our vintage collection had now grown to seven aircraft – why did we need another aircraft you may ask? Well, all I can say is she needed a proper home, she is awfully British, and we were able at last to attend Moth club rallies with our own Moth and our heads up!



*Expert Moth Pilot – Henry Labouchère
With an unknown American actor person!!!*



1935 DH87B Hornet Moth – our first real Moth

We had a whole lot of fun flying the Hornet and after a few more years Henry obviously decided that we were just about competent aviators because he approached me with the news that the DH90 Dragonfly that he maintained for Sir Torquil Norman, was to be sold and an American collector had already offered a substantial sum!

I never ever considered owning such a glorious and beautiful machine and I simply could not let such a part of our flying heritage be taken from us. She arrived at our hangar in 2014 and has remained the star of our collection ever since.

We have christened her the “Duchess” because she is very aristocratic, she doesn’t come out very often and when she does she doesn’t spend her own money! She is an absolute joy to fly and it is difficult not to feel a little bit of personal pride in being part of the

current chapter in her very long aviation career.



1937 DH90 – De Havilland Dragonfly - one of two surviving examples still flying and surely one of the most beautiful machines ever to fly.

All aeroplanes need support and I have already mentioned our engineering team. However, we are also extremely fortunate to have a loyal group of friends who assist with operating the aircraft – including all the many mundane tasks of cleaning and ground handling which are absolutely essential to presenting them in top condition to their many admirers.

Amongst the many are two that stand out – Carl Ward – our webmaster and chief scribe, talented photographer and loyal friend of the collection who works constantly on keeping their appearance in order and also Graham “The Hat” Playford who is constantly present in all weathers to assist with the fettling of the machines – thank you both.

You will be pleased to know that I am close to the end of these ramblings (Editor – No!) but before I leave you in peace I must mention the very latest vintage lady who has come to stay with us only this past year. The Miles Falcon G-AEEG is another almost unique British aircraft which its present owner had decided to part with to a foreign collector- and well you know how this goes. I just couldn’t let it happen and we are all very pleased to have her.



1935 Miles Falcon – lovely to fly and lots of history.

1935 Miles Falcon – lovely to fly and lots of history.

The Falcon is lovely to fly and she attracts lots of deserved attention wherever she goes. She has also come to us with a very extensive library of documents regarding her very interesting life – all courtesy of Peter Holloway who decided they belonged with the aircraft.

We do get a number of visitors to the hangar who are always welcome – however, we were recently very pleased to host a hangar visit from the illustrious Honourable Company all courtesy of liveryman Graham Powell in collusion with Biggin’s marketing manager – Andy Patsalides.

We have made it to 2018 with our collection of eight vintage aircraft – and what of the future? Biggin Hill is a very different place these days and we have to work quite hard to fit our operations into the increasingly busy infrastructure of jet dominated aircraft movements. However, with the goodwill of all concerned we are still having fun and my personal ambition is to get our Miles Messenger flying once more so that we have the complete fleet serviceable at one time – it has happened in the past but it was much smaller then.

Thank you for taking the time to read these scribbles and should you happen to know where there might be an old British aeroplane that needs saving – please don’t call me! Unless it is something really interesting of course!



*Photos by Keith Wilson, Carl Ward,
C.V. Grinsven, Graham Playford,
Peter Greenyer, Henry Labouchère and
North Weald Fire Crew*

PPL & FI Scholarships 2018

AMY PALMER



After being awarded the scholarship from the Air Pilots Benevolent Fund, I started my PPL training eagerly at the Ulster Flying club in Northern Ireland. The Manager (Rodney Pritchard) and I sat down and block booked lessons to ensure I would complete the Skills test before the deadline of 2nd October 2018 - I booked my lessons around my part time job in a pharmacy.

At the Ulster Flying Club, I was lucky enough to fly with a range of instructors which enabled me to hear and learn from their experiences through their flying careers.

My first solo was one of the best experiences of my life. The sensation you

get when you can take off and land an aircraft singlehandedly is something I believe everyone should experience.

I have done 2 short solo navigations round Northern Ireland and one long one which was my qualifying cross country. Seeing Northern Ireland from above proved to me how truly beautiful my country is. I built confidence and felt relaxed throughout these flights.

On my first attempt at my qualifying cross country, after taking off from Aldergrove (the International Airport), I realised that I couldn't see my next waypoint due to bad weather. I requested to Aldergrove Radar that I track directly to Enniskillen Airport from my current position to avoid the bad weather and low cloud. They allowed me to do so, but after readjusting my track due to this diversion, I realised I couldn't get round the cloud at all. I had to make the sole decision to turn back and return to Newtownards Airport, aborting my flight. This proved to be difficult to make a diversion in the controlled airspace of an international airport, however I remained calm and followed their instructions.

It was an unplanned but worthwhile experience in my training as I know what to expect if I ever have to do it again. I re-sat my Qualifying Cross Country about a week later and completed it with no weather troubles.

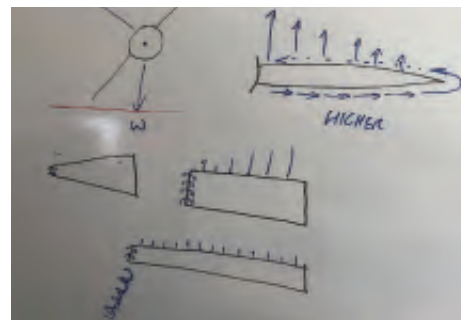
After passing my skills test, my examiner guided me on using my licence as a licence to learn. I have never felt more at home than when I am in the air. Looking to the future, I plan to apply for Commercial Airline Scholarships in the hope that I can fly for an airline someday.

I sincerely want to thank The Honourable Company of Air Pilots for giving me this opportunity and allowing me to achieve a life-long goal of having a pilot's licence. To me, this would only have been possible in the distant future and yet you have given me the ability to gain my wings so soon.

DANIEL DEDMAN

The Foyle Scholarship 2018

My passion for aviation started at a very young age, and like many, one of my first ever flights was with the Royal Air Force Air Cadets. Once I got the 'bug', there was no looking back.



My motivation for wanting to become an instructor was after completing my Commercial Pilots Licence and hour

building out in Phoenix, Arizona back in 2016. After that experience, my next focus was always going to be attempting to obtain my Flight Instructor Rating. Having obtained a 12 hour flying scholarship in 2015 towards my PPL (A) with RAFA, I knew there were organisations out there offering these fantastic opportunities, and I applied for the FI (R) rating scholarship in February 2018. In April I was informed I had been short listed and invited to London for an interview on 16th May 2018. This started with a presentation of my choice, and was then followed by some technical questions and then questions regarding my motivations and future plans by the panel of 3 interviewers. The day after, coincidentally my 22nd birthday, I had found out my application and interview was successful pending the completion of the FIC pre-entry flight test – to which I couldn't have asked for a better birthday present.

After a few weeks with my head in the theory books, it was surprising how much very basic knowledge I had forgotten since completing my PPL, and in late summer 2018, I managed to book 3 consecutive weeks off my full time job at Stansted Airport, and began the FI course at Andrewsfield Aviation.

Choosing Andrewsfield was an easy decision after meeting with Carol Cooper (CFI) and Mike Rowland (Airfield Manager) prior to my interview, and if you are unsure where to go for the FIC, I couldn't recommend Andrewsfield enough. My training started on Monday 20th August with 1 of 2 of my instructors – Paul Slater – a previous winner of a FI scholarship. We had a long chat about the content of the course and some foundation theory knowledge, and without any hesitation, we started our first lesson together. It began with him showing me the standard preflight brief for the first lesson – Effects of the controls part 1, then we went out and flew it. It was flown with us both taking turns as student and instructor, bringing out the relevant teaching points, whilst

giving me practice in actually flying that exercise, something I hadn't done since I completed my PPL. As the course went on, as did the exercises, to a point in the second week where I would give my first lesson back to my instructor, who was pretending to be a student for the whole duration of the flight. As the course went on, almost all PPL exercises were covered in preparation for the flight test, which could include any of them. I tested on 22nd September after a weather related cancellation the week before, and it contained no surprises at all. I can only say that was purely down to the high level of standardised training from both Carol and Paul.

In general, the course itself was very interesting, informative and enjoyable. Initially, getting used to flying the C-152 was my initial worry, as most of my training beforehand was completed in single and multi-engined Piper aircraft, but after a few flights it became very familiar. The course was fantastic for renewing the basic theoretical knowledge required for PPL students, especially if it has been some time since you had completed your exams. And it also allowed me to do spinning, which was a great experience, especially as I hadn't done it before prior to the course, and now I feel confident in remaining calm and recovering from the manoeuvre.

If you are reading this, and considering if you should apply for the scholarship, I couldn't recommend it enough. Not only has it helped me out beyond belief financially, it has developed me as a pilot in ways I didn't think were possible. I would like to thank the Honourable Company in giving me this fantastic opportunity and I look forward to the rewarding role of teaching aviators their first few steps in what can only be described as the best industry around the world!

RÉSHÉ HARRISON

TAG Farnborough Airport Scholar

I was six years old and halfway through my leukaemia treatment, and a children's cancer charity offered my family and I, the opportunity of a holiday to Disneyworld in Florida. After landing and getting off, I said to the Captain of the Boeing 747 aeroplane, "one day, I want to be just like you" to which the Captain responded: "Work hard, be the best and one day I hope to see you in the cockpit".



Those words have been the driving force in my journey to becoming an airline pilot.

When I was 13, I researched flying scholarships and came across the Honourable Company of Air Pilots and I was impressed by the work they have done since their founding. After waiting 4 years so that I was the minimum age, I submitted my application. Through a competitive selection process and interview at Dowgate Hill House in London, I was very delighted to hear that I was awarded one of the 2018 PPL Scholarships the following day whilst at college.

I undertook my training at Redhill Aviation Flight Centre (RAFC) based at Redhill Aerodrome (just outside of the Gatwick Control zone). I completed my PPL training in a Cessna 152.

I have been spoiled by the spectacular views of the South East coast and watching the countless aircrafts taking off and landing at Gatwick. All the while receiving excellent training from Dirk my instructor, who guided me carefully throughout the training to develop great airmanship, aviation industry knowledge and flying skills.

Completing a PPL in three months took a lot of hard work and dedication, coming in every day and making sure I had enough money to take the taxi from the station to the aerodrome.

I wasn't able to do anything else except eat, sleep and drink everything to do with aviation. This was rather fortuitous because it led to me completing all 9 exams in 6 weeks with an overall pass average of 97%.

After completing the exams, I went straight into the solo cross country which was from Redhill to Earls Colne airfield, then to Lydd-Ashford Airport and back to Redhill. This was the most fun I have ever had whilst flying. I was captivated to see the views of the London skyline in the distance to the west, to flying over Southend airport to seeing France in the distance whilst flying towards Lydd Airport. I thoroughly enjoyed that flight. After more revision, a few mock skills

tests and brushing up with Finian Salter, who was also training at RAFC (for the flight instructor scholarship), he recommended me for my skills test. The fact that Finian was the one who guided me in the run up to the last hurdle, was unprecedented considering he had only received his certification a few weeks before my recommendation.

After his recommendation, it was time for the skills test. I arrived within plenty of time to give the aircraft its "A" check, calculate my mass and balance, fuel calculations and plan my navigation route.

I was constantly telling myself the worst thing that could happen is the examiner not saying anything (a quiet cockpit is a boring cockpit!). After 2 hours of flying and having landed and shut down the engine. I endured an agonising wait before I eventually found out that I had passed!

All my hard work and study over the 3 months was for this very moment hearing the words "Congratulations, you've passed".

STEPHEN DALY

Air BP Sterling Scholarship

For as long as I can remember, becoming a pilot was always my ambition. I want to elaborate on the best Summer of my life, obtaining my PPL! I encountered the Honourable Company of Air Pilots a year prior to the PPL Scholarship. I was extremely fortunate to be awarded a Gliding Scholarship, with the financial assistance of the Air Safety Trust. That week at Portsmouth re-affirmed my intentions of becoming a pilot. While at Cobham House for the Gliding Scholarship interview, Angie brought to my attention that I would be eligible to apply for a PPL Scholarship the following year.

By January, the applications were available on the website. I must've drafted close to 20 applications, before I hesitantly sent the final one during the month of March. A month later, I was ecstatic to be informed that I was

selected as one of the 24 applicants for interview. Following the news, I eagerly began my preparation for the big occasion. I knew I had one chance to make a good impression, so it was vital to attend prepared. As I'm from south-west Ireland, you might wonder how I planned to carry out my training at a UK flying school. At the time of writing my application, I spoke to my sister (who lives in Yorkshire), asking her would it be possible to stay at her place if I was successful. The proposed journey to and from Sherburn Aero Club would consist of 2 trains and a bicycle ride, totalling 4 hours of commuting every day.



The day finally came – May 1st. My mum said that she had to come to London for moral support – I couldn't object! After breakfast in a nearby restaurant, I proceeded towards Dowgate Hill House. To say I was nervous, was a drastic understatement! Waiting in reception, I had the opportunity to converse with other applicants. Within a few moments, our nerves slowly subsided, and Angie came to greet us. I then met Tricia, who ushered me to the interview panel – Steve, Ollie and Suzanne. Shortly after the interview, I had to complete a mental dexterity test. Before long, I was back on the flight home with my mum, pondering about the negatives and apprehensive of what result awaited.

Walking out of school the following day, I received an email notification. I couldn't believe it! The overwhelming sense of achievement was something I cannot explain.

Training commenced in early June. Before getting the go-ahead, I took several trips to Sherburn Aero Club, to become accustomed with the route and to make initial contact with the club. Alastair, the CFI, made no delay in integrating me into the environment! In retrospect, the club was the most accommodating organisation I had the pleasure of meeting. Alastair took the time out of his busy schedule, to outline a plan of action for the duration of my training. I immediately got the impression that I was treated like an individual, rather than a number. He catered to my needs, ensuring that my time at the club would be extremely productive.

A typical day consisted of waking up at 0600. I would brief and read up on what the day entailed on my commute, arrive at 0830, and typically fly twice during the day. By the time I was home it was usually 1900, so I'd attempt to study close to 3 hours, before repeating the process again! In conjunction with flying, I completed the 9 CAA exams as I advanced through the training.

The first flights in the AT3 were

orientated around general handling and upper air work, flying the aircraft accurately in all configurations. Next, I progressed to the circuit phase of the training. I thoroughly enjoyed this portion as Sherburn has 3 runways, and each circuit is slightly unconventional, due to noise abatement procedures. I executed glide, flapless and normal approaches, while also coping with an EFATO (Engine Failure After Take-Off) scenario. On the 25th of June I completed my first solo flight! I had the expectation of soloing on the day, but as we decelerated on our final landing, Paul (my instructor) assumed controls and I relinquished, thinking I blew my opportunity. However, as we taxied past the vacating point to park, I realized the anticipation was over! The moment was sheer bliss, yet, I didn't have time to comprehend the whole situation! After completing my solo consolidation hours, it was time to leave the ATZ, and conquer navigation. Simultaneously, I fulfilled the instrument flying training under "foggles", radio navigation, advanced turning, practice forced landings (PFLs), precautionary landings, low level navigation and diversions.

Undoubtedly, navigation was the most rewarding aspect of the training. The first couple of dual navigation sorties saw us track east of the field, with emphasis on flying accurately. Following 3 consecutive lessons of dual navigation, it was time to do it solo! I arrived in the morning, assuming my route would not alter significantly, but of course, the weather did not permit! The amended route resulted in flying a short leg to Harrogate, talking to Linton LARS for the entirety of the flight. Inbound, I changed frequency, and immediately became aware of the circuit congestion. Nonetheless, I conformed to the pattern, and became established on final moments later. With another aircraft on the active during that time, I elected to go around. As I did so, the canopy popped! The phrase "aviate, navigate, communicate" has never entered my mind so fast! Nothing was structurally wrong with the

aircraft, so I prioritised flying above all else. After I landed, the objectives of The Honourable Company of Air Pilots entered my mind once more, and I hope this circumstance is an example of good airmanship, aligning to the beliefs of the company.

Another vivid memory of my solo navigation flights was acquiring a zone transit through Leeds Class D airspace, while receiving traffic information on an inbound 757 who was capturing the glide slope 1000ft above me!

The next subsequent milestone was my solo QXC. The route contained 2 land aways at Beverley and Nottingham, consisting of a 153nm journey! Once I consolidated the route with my instructor, it was time to gain PPR, book out and get on my way. Before leaving, my instructor Vernon gave me stellar advice – "Don't let them turn over the QXC sheet. If they do, you've probably messed up"! The first leg to Beverley was flawless. On arrival, I went in to present my QXC form and pay the landing fee. The gentlemen present was extremely nice. Although, the dynamic of the conversation changed drastically when he turned the page over, to enter something in the remarks. Receiving the form off him, I turned the page over to reveal "N/A.... Perfect Landing :)". Looking back, the abrupt silence for the last few moments of our conversation was worth the kind remark! The route to Nottingham went uneventfully also, and before long, I was back at Sherburn informing everyone of my escapades!

Once my solo QXC was completed, my logbook totalled 32 hours. Having covered the syllabus, my instructors and I decided to send me on some scenic solo navs. The following day involved a flight to Wickenby via a touch and go at Humberside, with zone transits through Doncaster and Leeds. That trip conjures up many memories, in hindsight. As I approached Humberside I tuned the ATIS to become acquainted to the conditions. The surface wind was right on my crosswind component! The satisfaction of landing as a 737-800 is

holding short, is something I cannot express in words! Additionally, having ATC tell me to report visual with a Cessna Citation on climb out while in Doncaster's CTR, was a moment I'll cherish for the rest of my career. Returning home, via a zone transit at Leeds, ATC requested me to deviate off my track, due to a 737-800 in the circuit. Inside busy airspace really developed my confidence, aiding me to develop better situational awareness as well as giving me experience in relation to future commercial flying.

The remainder of my hour building brought many amazing experiences. From flying up the east coast to a technical up-hill landing at Bagby, and even seeing an RAF Tornado descend into Coningsby!

Each adventure brought me one step closer to the dreaded mock test! I found the exercise extremely beneficial, not only with regards to the actual flying portion, but the ground brief also. Peter Jackson, my mock test instructor, ensured no stone would be left unturned. We briefed every eventuality, giving me complete assurance.

What followed, was the REAL skill test! I met my examiner early on the day of the test, received the route off him, confirmed our aircraft performance would be satisfactory for the flight and headed off! The route was Selby - Skegness - OTR VOR - Selby, with a diversion expected on my second leg. The weather was exceptional, we couldn't have asked for better conditions! Over the VOR station I was asked to divert to Beverley (which was extremely familiar to me!). I produced a track, heading and ETA. We then moved onto the general handling portion, and headed back to the airfield for 4 circuits. Monitoring the hobbs as we shut down, I couldn't believe how fast the time elapsed! To hear "congratulations, you've passed", filled me with elation!

There are many people I'd like to thank for making this experience so memorable. Firstly, I'd like to thank my 8 instructors for their continuous support.

Each one brought their own experience, and Sherburn's common PPL syllabus made the transition from one to the other seamless. I liked the fact that each instructor has their own method of teaching something, so I could learn the best practices from more than one source. Without the community at Sherburn, I wouldn't have advanced through the training as well as I did. More specifically, the operations team. They provided me with the best support and encouragement, and always asked how I was progressing. Likewise, the members at Sherburn were always around to have a chat about anything aviation related. I had the opportunity to fly a C182, ST67 Firefly, RV7 and a C150, through the generosity of the members! Without hesitation, I would thoroughly recommend Sherburn Aero Club to learn how to fly. Secondly, I would like to thank the Honourable Company of Air Pilots for selecting me for the scholarship. I can't thank them enough for their continuous support in the development of my career. I'd especially like to thank Angie, for checking in on my progress for the duration of my training! And finally, thank you to Air BP for funding the scholarship. They've been incredibly supportive, and interested in my ambitions for the future. My sincerest thanks again to Air BP and the Honourable Company of Air Pilots. Without them, I would never have a PPL at 17!

I intend to build hours this year, contributing towards a (F)ATPL, and undertaking a modular course while studying Aeronautical Engineering at University. At the same time, I'll apply to several cadetship programmes. I implore anyone who's actively pursuing a career in aviation to apply! It's been an immense catalyst in advancing my career faster than I would have ever anticipated. I'm eternally grateful to be the recipient of such a scholarship, and take comfort in knowing the gap between the flight deck and I has been bridged closer through this scheme.

JAKE KENNY

Grayburn Scholarship

My earliest memory of aviation was visiting a local airfield cafe as a child with my grandad. Ever since I have longed to fly, so when the opportunity to apply for the scholarship arose I couldn't be more excited. The selection panel were very friendly but the interview was tough and I went away thinking

of all the things I wished I had said. To my utter surprise, I was greeted with good news the next day.

Then it came to the summer, time for the adventure to begin! I arrived to find a fantastic atmosphere,

my instructor Carmen was everything you could ask for from a great instructor. We spent the first week or so learning pre-flight checks, the essential flight manoeuvres and emergency drills. The next Wednesday I watched Carmen step out of the cockpit and wave goodbye. My first solo, just eight days after the start of training! Around ten minutes after takeoff, the wheels of my C152 touched the ground once again and it was all over. A cosmic experience I will never forget. After going solo the confidence in my ability as an aviator developed greatly, in this period I consolidated the skills learned pre-solo with myself as the only tool for evaluation. It gave me a sense of responsibility I have been yet to find elsewhere in life.

The post-solo fun was over, now came the most daunting part, navigation! Although this was the most challenging part of the course it was by far the most rewarding. From seeing places I've never noticed in my local area to getting 'unlost' over Gloucester. Navigation gave me a great taste of what flying is like after achieving the PPL. Being situated very close to Birmingham Airport, Coventry Airport is subject to airspace restrictions. To practise obtaining and responding to airspace clearances, my instructor and I took the opportunity to fly directly over the Birmingham Airport runway, the UK's 7th busiest airport! This experience gave a small insight into the aerodromes I

could be landing at in the future.

With 45 hours exactly, the dreaded skills test was finally here. Due to the short time period of my training, I didn't complete my final exam until the day before, only adding to the apprehension. After spending all night preparing I was nervous the morning of the skills test. I wasn't looking forward to the fact the route involved crossing a MATZ (military air traffic zone), nor was the weather ideal, despite this it went surprisingly smoothly. We arrived back at Coventry Airport to conduct the landing stage of the test. Having learned the crosswind was too strong this section had to be done the next day, meaning another anxious nights sleep. The next morning, three landings later, it was all over. I had just become a private pilot! A goal I have dreamed of for years had just turned into a reality. Just three weeks and two days after first arriving, it was already over.

Probably the fastest and most exciting three weeks of my life so far, this is an experience I will never forget. It was made even better by all the amazing people at Almat Aviation. Especially to Carmen and Glynn for helping to accommodate my tricky timelines, I can't thank everyone there enough! I'd also like to give a huge thank you to the Honourable Company of Air Pilots as this opportunity would never have been achievable at this stage of my life without your help. What I have been able to achieve thanks to your organization is unthinkable, I will forever be grateful for the generosity of Mr Grayburn and the members of the Company.

As for the future, I have my final year of Sixth Form to finish. Once I have my A-Levels I hope to enrol on to an integrated course with a provider such as L3, if possible to a scheme such as Generation easyJet. Regardless of the path I take towards a career as an airline pilot, this scholarship will prove invaluable, not only in terms of technical skills but also with the personal skills I have gained along with a greater confidence in my own ability. In all, this scholarship has fuelled me more than ever to further

pursue my dreams to fly as a commercial airline pilot.

Once again I'd like to extend a sincere thank you to the Honourable Company of Air Pilots. To anyone who is considering whether to apply (as I was last year), I couldn't recommend it more.

FAHIM T. AHMED

The Cadogan Trust Scholarship

This time last year (October 2017), I would never have dreamt of having my first pilot licence the following year at the age of 18. A dream from the age of 6, my career ambition is airline pilot which would combine my two passions of aviation and travel. I first became aware of the Honourable Company of Air Pilots several years ago, when they were GAPAN, however I waited patiently for several years to apply in 2018 - when I would finally be old enough to be eligible for the PPL scholarship.

At the same time as applying for this scholarship, I was still deciding between the University of Glasgow and the Imperial College London for the M eng Aeronautical Engineering course to start September 2018, but have since decided to take a gap year with a deferred place at the University of Glasgow. I will be using the next 12 months or so to work full-time to fund travels and build my flying hours whilst also exploring and researching the plethora of pilot training programmes offered by airlines and academie, whether that be self-sponsored, airline-sponsored, integrated, modular, you name it.

The application process consisted of an application, interview and mental dexterity test. Following many revisions of the application, I finally sent it away a couple days before the deadline in March.

A month later, I received an email saying I was one of 24 candidates to have passed the application phase and that my interview was on May 1st in London. This was 2 days before my final Advanced

Higher Mathematics exam so I had to fly there and back on the same day. My flight with Flybe was at 6:30am from Edinburgh, arriving at London City Airport at 8am. I had 6 hours to kill before my interview at 2pm so I found a Starbucks near the company office and prepared for the quiz and interview.

Feeling prepared and ready, I headed to Dowgate Hill House, where I met some of the other interviewees. After meeting Angie and Tricia, I sat the test which was problem solving and surprisingly had some Advanced Higher Mechanics content in it. Then came the interview with Steve and Ollie, respectively a First Officer with BA Cityflyer and a retired RAF pilot. At the time, I thought it went great as I was feeling very confident and it felt more like a relaxed conversation about aviation than an interview. After the interview, I walked into the centre of London to meet a friend who lived there to grab a quick dinner and then went back to London City Airport to get my flight back to Edinburgh at 7:20pm. Due to rush hour on the Tube, I turned up to the airport at 7:10pm and I remember thinking I was definitely missing the flight but thankfully they had only just started boarding at that time. Such a relief that the flight had been delayed.

2 days and an Advanced Higher Maths exam later, I got the email saying I had got the scholarship as I went for a cheeky Nandos with some mates after sitting the exam.

After obtaining my Class 2 Medical in May from an AME in Glasgow, I began my training at Tayside Aviation in June whilst finishing up my final year (S6) in secondary school. The aircraft I was training in was the Piper PA-28-161 Warrior II. Due to school in June and work/holidays in early to mid July, I only began full-time training in late-July. By this point I had completed Phase 1 of training which consisted of Aircraft Familiarisation, Emergencies, Taxiing, Effects of Controls, Slow Flight, Turning, Climbing, Descending, Stall Recovery and Spin Avoidance/Recovery.

Phase 2 was touch-and-go circuits over the River Tay where I learnt more about takeoffs, airmanship, ATPL, pre-landing and CRAP checks, and the different kinds of landings such as 2-stage flaps, 3-stage flaps, flapless and glide approaches. After circuits, I had begun the dual navigation sorties which meant as soon as I went solo I could do the solo navigation flights straight away. The first solo was extremely memorable as I completed a circuit over the Tay and landed with 3-stage flaps on runway 27 at Dundee Airport.

By the time of my first solo navigation, aside from the dual navigations, I'd already done Practice Forced Landings, Precautionary Landings, Advanced Turning, Diversions, Basic Radio Navigation and Instrument Flight. Dual navigation flights consisted of MATZ penetration over RAF Leuchars and CTZ crossing over Edinburgh. After the solo navigation check flight, my first solo nav was Dundee-Brechin-Blairstown-Dundee, where I spoke to Scottish Information. The subsequent solo nav consolidations were through the Leuchars MATZ and Edinburgh CTZ.

Then came the aerodrome landaways, first a dual to Fife and back with my instructor. On the way back we did a feature-crawling exercise in simulated bad weather conditions. A couple of hours later, I flew to Fife by myself which was challenging but extremely fun as the runway is only 700m long and they only have an Air/Ground service on the radio, compared to the 1400m runway and full ATC at Dundee. Then I did the dual flight to Cumbernauld, followed by the solo, which meant I was then ready for the Qualifying Cross Country. The 151 nautical miles QXC flight was Dundee-Fife-Cumbernauld-Dundee and couldn't have gone better. The landing at Fife was on runway 24 which I had never done before but the A/G radio operator at the time said it was one of the best landings he'd ever seen, even though the approach was extremely bumpy due to gusting winds. At Cumbernauld, the overhead join was performed successfully and even

though a helicopter cut in front of me on my final approach onto runway 26, the flight went incredibly well and there was definitely a large sense of accomplishment. At that point, I just had to fly back from Dundee so after getting the QXC certificate signed in the tower and a quick snack in the café I began my journey back to successfully complete the QXC.

I had a pre-mock revision flight to prepare me for the mock skills test and overall that went really good. My instructor said I only had to revise general handling as my navigation was flawless so we covered things like slow flight, stalls, spin recovery, steep turns, PFLs, gliding turns and the different types of landings. After a successful mock skills test, it was time for the final test. After nearly 2 weeks of postponed flights due to 30-40kt gusting winds, I was finally able to get my skills test done on Wednesday 10th October. The route for the test was Dundee to Stonehaven (near Aberdeen) and then southwest towards Alyth. As we taxied into Tayside Aviation after the test, I was told I had achieved a really good pass and was one of the best skills tests the examiner had done. Throughout the PPL flight training, I also sat the 9 theory exams with an average pass mark of 96% and also achieved an "excellent pass" in the practical RT exam.

I went back the following day to complete some paperwork and submitted the online PPL application to the CAA. The same day, I said my goodbyes to everyone in Dundee and headed back to Edinburgh. After 4 months of training, I had finally obtained my PPL.

None of this would have been possible without the support and motivation of so many people. First of all, thank you to Ms. Judith McColgan at George Heriot's School. Without Ms. McColgan's input and sacrifice of her time, my application would never have come close to being as strong and succinct as it was in the end. Thanks also to those who were able to provide written character references for my interview. They include Mr Jeremy

Scott, Dr Alison Neilson, Mr Joshua Thomson-Smith, Mr Oliver Weall and Mr Zahid Khan. Of course, thank you to my instructor, Mr Iskandar Pedash, whose banter and enthusiasm made the flying even more fun and will certainly miss having him in the right-hand seat. I met many likeminded people along the way who I'll hopefully see on the flight deck one day, in particular Cecil Carvalho, who came up from Liverpool to obtain his PPL over the summer; his company made my training so much more enjoyable and we ended up staying together while we completed our training.

My gratitude extends to those who were able to give me a place to stay in Dundee to save me from travelling up from Edinburgh everyday by train: Phil Cooper and his flatmates, who let Cecil and I stay in their flat over the summer, and Alasdair who let me stay in his university accommodation in the final weeks of my training, along with his flatmates Jack, Sarah, Nikki, Sophie and Esra.

Final thanks go to Tayside Aviation, for providing the place and planes for training. With the friendly people and large fleet of aircraft, my training there was top class and I would highly recommend it to everybody. Thank you to the entire team at the Honourable Company of Air Pilots and the Cadogan Trust for awarding me the scholarship and opportunity to gain my private pilots licence so early on. This is definitely only the beginning, and this has certainly jump-started my journey to achieving my dream of being an airline pilot.

Gliding Scholarships

*Derbyshire and Lancashire
Gliding Club, Camphill*

EMMA MCNEILL



Applying for the Scholarship was easily the best decision I made. It gave me the chance to do something I had never done before, whilst meeting some incredible people. The setting of the club itself was so serene, with it being in the heart of the Peak District with from the airfield views going on for miles.

Being an air cadet, I have a natural passion for being up in the air, but found powered aircraft to be inferior to the glider after the week's course. Without an engine, you can feel the wind forcing you in different directions and you can control the glider better because of it.

The first Saturday evening was spent getting to know each other, along with getting to know John and Sylvia, whom were so kind-hearted and welcoming; essentially our parents for the week. The pair of them made our stay so enjoyable and I can't recommend the hospitality I received there enough.

Unfortunately, for the first few days, the weather wasn't on our side, with rain and heavy winds. I did, however, have my first

experience flight in a glider, and that flight is something that I'll never forget. On our first day, we learned how to drive the tractors used to collect the gliders from the air field and bring them back to the launch point.

Throughout the week, I was able to get more and more air time, leading up to last flight in the Puchasz with a 1 hour flight in which we reached heights of 4000ft above sea level, with the chance for aerobatics.

We finished off our week with an incredible flight in the T-21; an open cockpit glider. This was the highlight of my week. Not many people get to experience something as incredible as that.

This scholarship was an eye-opener and has led me to join a local gliding club so that I can continue flying. My week at Camphill was so incredible and I would definitely recommend the scholarship to anyone considering applying for it.

GAVIN O DWYER



This summer I was lucky enough to receive a Gliding Scholarships from the Honourable Company of Air Pilots. It consisted of 5 days flying with full board. I was delighted to receive the scholarship as I had never had the chance to experience gliding before in Ireland.

The Scholarship began with my flight from Cork airport, Ireland on a Sunday morning and arriving at Manchester.

We met our two instructors Peter Gray and Alan Jolly and were shown around the airfield. The next morning, after breakfast we were briefed on the basics of flight before we set off for our first flight of the week. We learned about the physics behind flight, the glider and other elements that are vital to the operation of



the glider. Once we had mastered the theory it was time to put it into practice. My first winch launch was an experience that is hard to put into words. The acceleration pushes you into your seat as you zip into the sky quicker than anything I have ever experienced before.

I am forever grateful for the opportunity that I received from both the Air Pilots and the Gliding Club. I have since begun my course in Aviation Management with Pilot Studies at Dublin City University and will forever remember the skills that I learned in that week.

HARRY PINK

Being awarded the scholarship has been one of the greatest achievements I have experienced, being able to enjoy not only the gliding but meeting the amazing people at the club and the brilliant food provided by Sylvia and John.

I thoroughly enjoyed being part of the club, helping with launches, towing gliders back to the launch site, and logging flight times: something I wasn't expecting when I joined the site.

I found the instructors very helpful at breaking down all of the steps to do with flying, for me to be able to completely understand the process which really helped me progress further into the program. My fellow scholarship winners also made the week a thorough enjoyment.

Following my activities this summer, I will be joining a gliding club, to improve my skills and knowledge further; I believe this will be a simple transition, using what I learnt from the scholarship to contribute to my local club. Overall the friendly atmosphere as well as helpful

advice allowed my experience at Camphill to be a great pleasure.



JOSH FAGAN

In August 2018 I was lucky enough to be given the fantastic opportunity of a gliding scholarship. On the first day we met our instructors and course-mates, and we were issued with our log books before being shown around the hangar. We then were taught how to drive the tractors (with varying degrees of success) which was great fun and provided us with one of the main sources of amusement over the week as well as enabling to help with recovering the gliders.

On Monday flying was unfortunately cancelled due to low cloud and rain but we were instead introduced to the glider we would be flying, the Puchacz, and filled the time with some valuable ground school, before moving onto the impressive simulator to apply what we had learnt.



The rest of the week however was kind to us weather wise, especially Wednesday where the conditions were good enough for most of us to spend nearly an hour in the air and get to a safe enough altitude to perform stalls and spins and learn how to recover from them. I thoroughly

enjoyed my time flying the Puchacz, and by the end of the week I had totalled 3hrs 47 minutes and had progressed sufficiently to be able to fly from takeoff through to landing with only verbal inputs from my instructor.

The staff at the club were fantastic, they were all very friendly and knowledgeable, and I would like to give special thanks to my instructor, Peter, who was incredibly encouraging and a brilliant teacher. I am very grateful to HCAP who have enabled me to pursue my dream further, and I would thoroughly encourage anyone who wants to become a pilot in any capacity to apply for this scholarship.

KIERAN SHINGLER

After the application and interview stages I was absolutely thrilled to find out that I had been awarded the Gliding Scholarship from the Air Pilots. Upon arrival on Sunday 13th August at a drizzly Camphill airfield, I met with the other 4 successful candidates. We were introduced to the staff and were shown around the facilities. The instructor issued us with our student gliding logbooks and textbooks. We were taught how to drive the tractors that are used to tow the gliders, as this would be important during the week. This was very amusing.

On Monday morning very low cloud hung over the airfield which hindered our chance to go gliding. To make best use of our time during the poor weather, we had some lectures from our instructor and then applied that practically on the simulator in the clubhouse. In the afternoon, we unpacked the hangar and got ready for some gliding. The rest of the week brightened up and I completed 12 launches which gave me a total of 3 hours 27 minutes airborne time throughout the week in the Puchacz. The flights were amazing, lasting from just 6 minutes to 48 minutes! I enjoyed the responsibility as a student pilot by learning hands on and gaining more gliding experience.

Gliding is pure flying and it was

fascinating to understand the different types of soaring that can be achieved at Camphill. There is never a dull moment as even when you weren't up in the air, there was always something to do whether that being launching more gliders, retrieving gliders or even logging the flights from the computer.

Having almost no gliding experience at all, I went from being a complete novice to a more competent glider pilot, as I was flying the glider independently and only receiving verbal instruction.

It was an incredible experience that I will never forget and I am so grateful to both Air Pilots and the Derbyshire & Lancashire Gliding Club for giving me this fantastic opportunity.



MEGAN IP

In 2018, I was fortunate enough to have a chance at gliding when the Honourable Company of Air Pilots kindly awarded me a 5 day residential gliding course, sponsored by the Air Safety Trust.

On the first evening we were introduced to our instructors, Brian and Allen, who contributed hugely to the memorable experience at Camphill. When Brian explained that Camphill is one of the most interesting gliding sites due to its geographical nature, with the field being unlevelled and a ridge on one side, we instantly knew that it was going to be an eventful week. On the first morning, we were taken to the hangar and were introduced to the different duties of club members. We soon realised that gliding is about team work, with every member acting like a gear to maximise the number of flights possible.

Since the first afternoon was windy and drizzly, we stood on top of the hill

waiting for the wind to die down after we took the Puchacz gliders out of the hangar. The nervousness of flying in one of these tiny unpowered aircraft grew exponentially as the raindrops started to get bigger. When it was announced that it was safe to fly, I honestly did not know what to expect as I tightened the straps of my parachute. Minutes later, I was thrown into the sky via a winch launch. As we levelled the glider, the Derbyshire view was even more breathtaking.



The nervousness soon turned into excitement as the week progressed. Allen, my instructor introduced me to more actions, such as stalling, climbing up a thermal lift, circuit approach etc.

The course ended on a high note as our instructors decided to treat us with a flight in the vintage T-21. Not only was there a striking difference in flying without a canopy, the control and rudder paddles were a lot more sensitive. It was refreshing experience since it really did felt like we were floating in the air.

I would like to express my gratitude for the Honourable Company of Air Pilots and the Air Safety Trust for making this incredible opportunity accessible to young students like myself. Finally, a massive thank you to the staff and club members at DLGC for the encouraging and welcoming atmosphere.

ROSS BRADLEY

(Diamond Jubilee (AST) Scholarship)

I was selected to take part in the gliding scholarship week long course at Camphill. As soon as I arrived, both instructors were extremely welcoming and showed us around the facilities, rooms and dining area. We also met the

catering staff who were extremely friendly.

My instructor was Allan and over the course of the week I progressed from having never set foot in a glider to flying an unassisted circuit and being able to fly to and from selected waypoints.

Just after breakfast every day we were briefed along with a weather report for the day. Everybody helped with launching and retrieving the landed gliders, there were also other jobs to do such as flight-logging, so the days were always full. Even in bad weather which luckily was only one afternoon, we used the indoor simulator to practise some flying skills.

Completing the scholarship confirmed for me that I wish to pursue aviation and since the course I have joined the Strathclyde flying club at my university. I also intend to keep up with gliding although my main aspiration is to learn to power fly. There's quite simply no rush like the launch and being able to climb over 3,000 feet without an engine!

I would like to thank Air Pilots again for awarding me with this excellent experience. I hope to remain close to the company. I feel this course was a vital stepping stone for me to get into aviation and am extremely keen to apply to the next intake of PPL scholarships in 2019. From the interview to the course to meeting everyone involved, it was an unforgettable experience and I would encourage anyone interested to apply.

FRASER BARNES



In August 2018, I was fortunate enough to undertake a 5-day gliding course at Camphill, as part of a Gliding Scholarship awarded to me by the Honourable Company of Air Pilots. I have always wanted to be a commercial pilot, so this scholarship was a brilliant way to allow me to take my first steps towards a career in aviation.

The members at Camphill were very welcoming and hospitable and the food and accommodation was superb; we all looked forward to the delicious meal at the end of a tiring day up at the launch site. During the week, we were initially taught the basics of gliding in a classroom and then in the club's simulator, which allowed us to prepare before we got into the real thing.

My first flight was unforgettable, and the scenery of the surrounding area is amazing to glide in. With the guidance of the two instructors, Peter and Alan, we learnt so much about gliding during the week. We started off with straight and level flight as well as turning and essential stick and rudder coordination. As we progressed, we learnt the different stalls experienced on a glider and spinning. Circuit planning and executing successful approaches came next, with time in the simulator spent consolidating these skills if the weather wasn't great.

As well as the flying part, we all learnt how to prepare a glider for launch, retrieve it and pack it away; gliding is as much a team effort as it is an individual one. By the end of the week, I had learnt so much about gliding thanks to the instructors and members of the club; it felt a shame to leave!

This would never have happened if it wasn't for the Air Pilots and I can't thank them enough for the great fun I had. It is a fantastic opportunity for anyone like me who wishes to learn to glide and I am very thankful for the generosity of the Air Pilots for creating these scholarships. I would also like to thank Derbyshire and Lancashire Gliding Club for their hospitality and the huge effort they put into the 5 days for making it so successful.

At the London Gliding Club

YUGESH SUNDHARAM

Words cannot describe how fortunate I have been to be awarded a gliding scholarship from HCAP. This summer I gained valuable skills that I will be able to transfer to my future career. So before I explain how my scholarship went, I would like to thank the Company for providing scholarships and for inspiring the future generations about the aviation industry.



I was given a 4-day residential course with everything from food to bedding being provided for by the Company. The chef was top of the line. My first day was a little taster into what my next few days would get me into. On my very first flight in a glider, ever, my instructor and I went soaring to about 4000 ft using simply thermals and birds. Yes -birds. István Toth my instructor taught me skills that I would not have expected at all, including little tricks to keep my glider aloft from looking at the thickness and darkness of clouds to looking at where the birds fly.

Day 2 was when the hard part kicked in since I have never flown a glider before, simply rolling the aircraft seemed almost impossible. However, unlike how I was conventionally taught about the control surfaces on an aircraft, the glider needed way more attention; it needed constant inputs from both the rudder and control column. If I was not paying attention for a second my attitude would change and would require a lot more work to bring it back into control. Attitude

Day 3 I got the hang of rolling the aircraft smoothly and just after lunch that day I was able to climb the glider to about 3000ft on my own. Something I was truly proud of, but it only made me want to achieve the next big thing even more. Going solo. That was my mind-set, to achieve something that very few did in

4 days with zero prior experience.

The afternoon of Day 3 was the hardest, WINCH FAILURES. Something that might sound scary but with enough practice, it becomes second nature. However, I must confess, low cable winch failures are not my favourite with a high chance of PIO to occur due to low visibility and tough speed control.

Day 4, things start to get tense but I stayed calm since I had to get my landing a lot smoother to go solo.. By lunch, HCAP arrived to present my certificate and I discussed my future plans and it gave me time to calm down and focus more on the evening. Going solo. I was fortunate to meet previous PPL Scholarship winner Liam Bennet who gave me some advice on what my options are if I were to gain the PPL Scholarship the following year. He stayed for a while and helped with my last few cable launches, so thank you, Liam.

It was the last 2 cables; I was given thumbs up to go solo. By the radio on the ground was an ex- Vulcan bomber pilot, so the pressure was truly on. The entire glider felt different, but I loved every moment of it. My landing was “excellent”, words that still echo in my ear to this day.

I was given the thumbs up to go solo again and it was the most amazing experience of my life, the sun setting in the distance, the calm breeze through the vent, the thermals kicking you higher into the sky. However, I had to adapt to my situation I was flying too high and I had to decrease altitude quickly or else I would heading toward a hill at 60 knots. Not ideal, however, I pulled the airbrakes, kept my speed high and altered my attitude, and my landing was amazing. A smooth flare and gentle touch; a tad bit too much rudder pedal though, but you only learn from your mistakes.

THOMAS BARHAM

In July 2018, I completed a 5-day gliding course at Dunstable, under a gliding scholarship award to me by the Honourable Company of Air Pilots (HCAP).

Arriving on Monday morning, I was welcomed by the team in Dunstable and

introduced to fellow student Ellis and instructor István Tóth. I can only describe István as a gliding God! With over 43 years of gliding experience, I cannot imagine being in safer hands.

Following, a short briefing regarding the principles of flight, István was keen for us to take to the air. On our first day, we used the aerotow, which István controlled as it's a very difficult procedure with dangers for both the tug plane and the glider. Once released, I was allowed to quickly take control; working on straight and level flight, as well as turning. With the coordination of stick and rudder and the need for constant observation, there was never a moment to allow your concentration to lapse.

Over the following four days, I got to grips with winch launches, basic flight and landing. When not in the air, there was always something to do at the airfield. Help was needed unpacking, launching, retrieving, cleaning and packing away the gliders. It really was a team effort. I also met lots of interesting people from all walks of life; all with stories to share about a common passion.

My thanks must go to all the Dunstable team. István is a real inspiration and a most kind and patient man. Thanks also to chef Trevor for looking after us all and taking great pleasure in the challenge to fill us up!

I hope to become a commercial pilot, so this scholarship was an ideal way to take a first step towards this. With no previous experience at all, I was delighted to be offered this opportunity and I am truly grateful to both HCAP and their generous sponsors.

Since completing this scholarship, I have taken a pilot aptitude test also organised by HCAP and have had a first flight in a simulator. I am gaining in confidence that a career in aviation is a possibility for me and HCAP have helped enormously in putting me on this path.

