### December 2010

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<td>2</td>
<td>Pilot Aptitude Assessment</td>
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<td>7</td>
<td>4th Technical and Air Safety Committee</td>
<td>Cobham House</td>
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<td>10</td>
<td>8th GP&amp;F Committee meeting</td>
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<td>10</td>
<td>GAPT/AST Meeting</td>
<td>Cobham House</td>
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<td>10</td>
<td>New Members’ Briefing</td>
<td>Cobham House</td>
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<td>10</td>
<td>Guild Carol Service</td>
<td>St Michael’s, Cornhill</td>
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<tr>
<td>10</td>
<td>Christmas Supper</td>
<td>The Counting House</td>
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<tr>
<td>18</td>
<td>Guild Closes</td>
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### January 2011

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<th>Date</th>
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<td>4</td>
<td>Guild Opens</td>
<td>Cobham House</td>
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<td>11</td>
<td>5th Education and Training Committee</td>
<td>Cobham House</td>
</tr>
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<td>12</td>
<td>Trophies and Awards Committee</td>
<td>Cobham House</td>
</tr>
<tr>
<td>18</td>
<td>Benevolent Fund Board of Management</td>
<td>RAF Club</td>
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<td>20</td>
<td>9th GP &amp; F Committee Meeting</td>
<td>Cobham House</td>
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<tr>
<td>20</td>
<td>5th Court Meeting</td>
<td>Cutlers’ Hall</td>
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<td>20</td>
<td>Court Election Dinner</td>
<td>Cutler’s Hall</td>
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<td>25</td>
<td>Environment Committee Meeting</td>
<td>Cobham House</td>
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### February 2011

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<td>5th Technical and Air Safety Committee</td>
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<td>10th GP &amp; F Committee Meeting</td>
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<td>16</td>
<td>Guild Luncheon Club</td>
<td>RAF Club</td>
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<td>23</td>
<td>Combined Courts Lunch</td>
<td>Guildhall Club Room</td>
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<td>24</td>
<td>Pilot Aptitude Assessment</td>
<td>RAF Cranwell</td>
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### March 2011

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<td>6th Education and Training Committee</td>
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<td>10</td>
<td>11th GP &amp; F Committee Meeting</td>
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<td>6th Court Meeting</td>
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<td>15</td>
<td>Environment Committee Meeting</td>
<td>Cobham House</td>
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<tr>
<td>16</td>
<td>Annual Guild Service</td>
<td>St Michael’s Cornhill</td>
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<tr>
<td>16</td>
<td>AGM, Installation and Supper</td>
<td>Merchant Taylors’ Hall</td>
</tr>
<tr>
<td>31</td>
<td>Lord Mayor’s Dinner for Masters</td>
<td>Mansion House</td>
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### GUILD VISITS PROGRAMME

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<th>Date</th>
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<tr>
<td>18 January</td>
<td>Magic Circle, London</td>
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<tr>
<td>15 February</td>
<td>TAG &amp; AAI, Farnborough</td>
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Please see the Flyers accompanying this and previous editions of Guild News or contact Liveryman David Curgenven at guildevents@dcai.co.uk.

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Cover Photo: Viking Air’s amphibious Twin Otter demonstrator ‘Viktoria’ on a recent autumn visit to a wilderness lake in Northern Canada. The new development of the Twin Otter features in the Regions section of this issue on page 19. Photo courtesy of Viking Air.
In this edition of Guild News

Page 4  News Round Up

Page 5  The Master Writes

Page 6  Guild Events

Page 7  The 2010 Trophies and Awards Banquet

Page 11  Trophy and Award Winners 2009/10

Page 17  Guild Scholarships and Bursaries Presentation

Page 18  North America Region News
          Rebirth of the Twin Otter Series 400

Page 20  Flying Scholarships for the Disabled celebrates
          The Battle Of Britain

Page 21  Gazette

Page 22  Environmental Committee Report

Page 23  Guild Visit to RAF Valley

Page 27  Guild Visit to Flight Training Europe

Page 28  Technical and Air Safety Committee Report
WOULD YOU LIKE TO BECOME INVOLVED?

A note from Assistant Dacre Watson:

Often when I am in conversation with other Guild Members I hear “Yes, I would like to do more, but I don’t know who to contact or how to go about it”. I fully understand this sentiment and if I am honest I doubt that I would be as involved if it were not for the (very) active encouragement some years ago of my good friend Keith Warburton.

Well, now is your chance. In the Guild Promotions Group we always need people to come and help at the various Shows we are asked to attend as representatives of GAPAN. For instance, at the two Flyer Shows we have three computers with some basic pilot aptitude tests on them and on which the young visitors can try their basic skill out to see if they have what it takes. The computers are mostly run by our Guild Young Members (GYM) who are adept at briefing and debriefing the customers while those of us of advancing years have an opportunity to chat to the parents and tell them what is involved in becoming a professional pilot.

We also attend two separate Careers Days run by the RAeS at Hamilton Place where on one day we spend the day with 5th and 6th formers interested in a flying career, while on the second day we meet university students and graduates. On both days the computers are available, and in the case of the schoolchildren we offer a prize for the highest score of the day in which the winner can win a trip on a simulator or a flight with a Guild member who has access to a light aircraft. But, above all, our aim in being there is to enthuse young people who are considering a career in aviation. Few of us, when we think back to our own young days, did not have someone we could turn to for advice and encouragement; they were important in our lives and we see this as our role. You don’t need to have been an airline Training Captain or a military instructor, GA pilots are just as important and we need all ages and levels of experience. All you need is an enthusiasm for flying and a wish to help and advise young people starting out on that path we took so many years ago. We are looking to expand the team of volunteers to a core of about 20 so that the load can be shared evenly, and the organisers don’t have to rely on the same small team of stalwarts to do it all.

In addition to the people who turn up for these events, as outlined above, we need a couple of members who are willing to join the small team responsible for planning and organising Guild Promotion events. The majority of this work can be done from home using e-mails and the telephone.

Please do come and join us; you will find it rewarding and fulfilling. Just pass on your name and contact details to the Clerk, Paul Tacon at gapan@gapan.org, Roger Gault at roger@gault.co.uk, or myself at dacrewatson@btinternet.com.

SERVICE OF THANKSGIVING AND REMEMBRANCE ON THE 80TH ANNIVERSARY OF THE LOSS OF HM AIRSHIP R101 NEAR BEAUVAIS ON 5 OCTOBER 1930

This service, organised by the Airship Heritage Trust, was held at the Parish Church of St Mary, Cardington on Sunday 3 October 2010 - the Guild was represented by Past Masters Peter Buggé and Arthur Thornning. The service started with two hymns, ‘Rock of Ages’ and ‘Jesu, Lover of My Soul’ which had been sung at the Memorial Service in St Paul’s Cathedral on Friday 10th October 1930. In his address at St Mary’s the Right Rev Richard Inwood, Bishop of Bedford drew attention to the aptness of the words, albeit written when such disasters were usually at sea, aircraft not having been invented. There were readings by Air Commodore Peter Ayee CBE DL, Deputy Lieutenant for Bedfordshire, and Mr Paul Ross FRGS, Chairman of the Airship Heritage Trust, who read ‘Departure’ from Sir Peter Masefield’s book ‘To Ride the Storm’. This passage was very emotive since the congregation were aware that R 101 had set out on its fatal voyage from the airfield nearby. Since we were in Bedfordshire, motto (Constant Be), it was then most appropriate to sing ‘Who Would True Valour See’ by John Bunyan.

The Roll of those who died on the R 101 was read by cadets of 134 (Bedford) Squadron Air Training Corps. These names included four members of the Guild; Sir William Sefton Brancker, Maurice Giblett, Noel Grabowsky-Atherstone and Ernest Johnston. After the church service, we were led along the road to the cemetery by the Air Training Corps. At the memorial, which surmounts the mass grave for the forty eight victims of the crash, wreaths were laid by numerous organisations, including Bedford County Council and the Royal Air Force; the Guild’s wreath was placed by Peter Buggé. Several individual tributes were laid by relatives of those lost, including one by Mrs Rebecca Irvine, née Atherstone, grand-daughter of Noel Atherstone, who was the first officer of the fated airship.
Dr Michael A Fopp

As I write, it is six months in to my year and what a whirlwind it has been. It would be easy to go through my diary and recount the memorable events, occasions and celebrations that I have been privileged to attend - many with Rosemary and many in very beautiful surroundings. The representational and ceremonial elements of the Master’s year are extremely important, but there is more to it than that.

Modern, working, livery companies contribute a lot to their respective professions and none more so than the Guild of Air Pilots and Air Navigators. To date I have been active in pursuing the interests of students undertaking professional training which has included briefing the Grand Master who has spoken to the Treasury to point out the uncompetitive nature of UK flying training because of the imposition of VAT. Other countries in the European Union do not charge VAT on training so both in his capacity as Grand Master, and in his role as special representative for UK business, the Duke of York has taken up the matter for us. Likewise the requirement for the CAA to return 6% of income from charges to users to the Treasury each year (the highest in Europe) and we have made representations about that too.

I was pleased to award certificates to graduating ATPL (frozen) students at Flight Training Europe in Jerez, Spain, in August and graduating certificates to newly qualified flying instructors at the Central Flying School, Cranwell in October. At both these institutions (with long-standing antecedents) I witnessed the high-quality training for which the UK has been renowned since the earliest days of flying. However, it should be of concern to us all that some UK civil pilot training, at the highest level, takes place in Jerez because of more sympathetic financial conditions in another European country. Regardless of the location I was privileged to see and acknowledge, through the ceremonies at both places the centres of excellence which are CFS and FTE. There are no better flying instructors in the world than those graduates from the CFS; FTE, with other UK schools, has built a similar reputation for producing airline pilots. I left both of these fine institutions buoyed by the calibre and attitude of the young men and women making their way in the profession yet, at the same time, worried by the dichotomy between these flagship schools and many other Flying Training Organisations (FTO’s). Clearly a variety of reasons preclude every FTO from being identical and you could never hope to mirror both the investment and facilities of these two ‘flagships’, but the gulf between the excellent, the average, and the poor is so wide I have to ask the question “why?”.

Just after World War II this country was virtually bankrupt and “recession” and “recovery” were the watchwords of the time - just like today. Air Vice Marshal Don Bennett, that famous Pathfinder and long distance navigator (and Master of the Guild) wrote in Guild News in 1945:-

Civil aviation’s part is truly a vital one.
This island is not self-sufficient; it depends for its prosperity on trade. Civil aviation is the life blood of that trade - trade can make or break Great Britain.
In the modern World, civil aviation can make or break trade.

Investment and government acknowledgement (both central & local) of the importance of aviation must be the answer - both financial and administrative. For too long the government at home, and in Europe, has considered flying as an elitist pursuit, suitable only for increasing taxation (by whatever open or stealthy means) and regulation. This attitude has had financial implications, but the most serious lack of financial support has always been the result of the business models followed by the airlines. In roughly seven-year cycles they have a demographic trough coinciding with economic and demographic changes. All these are predictable yet their track record (with one or two notable exceptions amongst some of the smaller operators) is abysmal. In the past they have expected their shortage of pilots to be satisfied urgently merely by enticing fully trained military or civilian aircrew from their competitors. They have expected the existing FTO’s to crank up their output or have even started their own colleges to satisfy demand - only to close them abruptly when the trough appears yet again.

There really needs to be a recognition that flying training is one of the UK’s major exports and a critical driver of our ability to trade in a globalised market. The current predictions of the need for new airline pilots over the next 25 years vary from between 300,000 and 450,000, but I see little reaction to this business opportunity anywhere in the UK. This is because pump-priming by a variety of means needs to be encouraged by central government, supported by local government and underpinned by the established players in the market. With the Europe-wide implementation of standards and regulations by the EASA and the new English language requirements promulgated by ICAO (and due to become law in 2012) our country is poised to stand at the forefront of training simply because, historically, ours has been the gold standard and our language is (or should be!) universally used. If we sit on our hands and let the creation of EASA wash all over us our competitive position will be eroded and within one generation the gold standard will move to other European countries which I guarantee are already recognising not only the importance of aviation and flying training to their economy, but also an opportunity to pull the rug from under our feet and remove our competitive edge. That competitiveness has, to date, been a result of the high standards achieved, but I predict that, in the future these standards will be eroded in the name of shareholder dividends - if our policy makers do not grasp how important flying training is to our economy and the safety of air transport operations worldwide. With the current retirement of the baby-boomer generation of pilots we can predict a demand for more and better resourced FTO’s. If the Government cannot see the writing on the wall and the airlines continue to meander blindfold hoping for “something to turn up” then, like Mr Micawber, they will also end up in the modern equivalent of the Poor House. Their businesses will not survive or will become easy prey for companies in more sympathetic jurisdictions with access to greater resources. This obvious and urgent situation needs the Guild and others, to make the case now and examples such as FTE and CFS should, surely, make our point for us?

Your professional committees are working
that the brainpower and expertise gathered together, when coupled with the non-partisan nature of the discussions that take place, are unique. This is one of the less known, but major strengths of the Guild and I commend it to you.

Masters come and go (which is a good thing I hear you shout!) And this means they can cherry-pick issues they feel could do with an airing or greater examination. For some time I have been concerned about a number of interrelated problems - in no particular order but all actually very connected.

- Academic recognition of professional flying qualifications
- FTO and Instructor attitudes to the causes of stall/spin incidents
- Loss of manual flying skills in automated cockpits
- In-flight upsets in air transport aircraft

A recent report by GASCo has analysed the stall/spin fatalities in the last 20 years and the Guild has produced a paper on automated cockpits. The Guild has been concerned about stall/spin incidents for many years and recent events have concentrated our minds on loss of control incidents in airliners. I do not know what we can do about these issues, but I recently convened a joint meeting of the Education & Training and Technical & Air Safety Committees to discuss these matters because it seems to me that they fall into the bailiwick of both sets of experts. We now have two strands of action to pursue and whilst it is early days I hope that the result will go some way to:-

a) allow flight training for professional licences to mirror the benefits of any other academic study by way of tax concessions and student loan availability; and-

b) create a way of re-examining flying training at all levels to ensure context, sequence and overall airmanship are not left out in the name of box ticking or limitations imposed on training by regulation.

These are not easy areas to address, but the Guild is well placed to have a go and I know that our professional committees have the experience and knowledge to produce solutions to increasingly worrying problems.

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**IMPORTANT NOTICE FOR ALL MEMBERS**

**ELECTION OF ASSISTANTS**

_The Learned Clerk_ writes:

As members will be aware, the Court of the Guild has 15 Assistants, each of whom is elected by the membership for a three year term. The ballot to elect Assistants takes place each year (with approximately one third of Assistant places available) and runs from December, when ballot papers are distributed, to March when the results are announced and newly elected Assistants, and those re-elected for a further three-year term, are installed at the AGM.

The Ballot Papers, containing the names of all candidates for election and re-election, are distributed with this (December) edition of ‘Guild News’. All members are urged to consider the respective merits of the candidates for election and to vote for those you would like to see on the Court of the Guild. It is ultimately from among those who represent the membership on the Court as Assistants that the future Masters of the Guild are chosen.

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**Guild Events**

**LIVERMAN DAVID CURGENVEN**

As you may know, I took over the organisation of Guild visits from Mike Glover earlier this year. I have to say right at the start that Mike was a very difficult act to follow - his efforts over the last twelve years have been quite amazing - so many events and so well-organized!!

This year’s programme was already, of course, set up by Mike and the team and my input has been little. Behind the scenes, however, I have been working to try to emulate his success for the future few years. I am most grateful to Arthur Thorning, Chris Ford and John Davy for kindly agreeing to work as very valued members of the team, along with Mike who, as you would expect, is still offering his assistance.

I have tried to gain insight into the desires of members for future visits and it is very clear that more weekend and evening events would be popular. This is not as easy as one might think, but our first event of 2011 (the calendar year, that is), will be another visit to the Magic Circle - a weekday evening!! We are also working on other weekend and evening visits.

I am endeavouring to ensure the ballot system is as open and fair as is possible (as it always has been). Each event will necessarily have reserved places for those whom one would expect to have priority (such as the Master and organisers), but all other places will be selected by a random generator within the events database (yes, I am a bit of a “techie” when it comes to computers!!). As long as I programme it correctly, we should be able to ensure that anyone who has been unfortunate with one event should be at the top of the list for the next one for which they apply. I am a great believer in fairness, so please don’t come to me with “sob stories” as to why you must be there. I am a very warm, friendly person but I can’t be hoodwinked (unless the bribe be there. I am a very warm, friendly person but I can’t be hoodwinked (unless the bribe goes into six figures!!)

A new innovation which we are planning (with a lot of hard work in the next few months) is that we will publish a list of the events for 2011 at the beginning of the year. We will ask you to advise the events which you would wish to attend. If necessary, we would then hold the first ballot which would give everyone a good idea of the likelihood of their being successful. Prior to each event, we will re-assess and adjust the lists, giving opportunity for more applicants who would be subject, if necessary, to a second ballot. This all sounds complicated but I hope it will become simpler as it goes on.

The events database, for the benefit of any lawyers, will not hold any information about you other than name, address, email, telephone and events attended!! Although “snail mail” will still be used from time to time - I hope that we can do most things electronically (by email).

A small matter, but to avoid embarrassment, for all visits, as we are generally guests, gentlemen’s dress should include jacket and tie (preferably Guild tie) unless we advise you otherwise.

Please don’t hesitate to let me know if you have any ideas for future visits, but please remember that I just might ask you to help in the organisation! All good ideas gratefully received. I can be contacted at guildevents@dcatl.co.uk
On Thursday 21st October the 2010 Trophies and Awards Banquet, preceded by a Court Meeting, recognised another year of outstanding achievements by both individuals and organisations in civil and military aviation. The Court Meeting, held in the Guildhall crypt, saw the clothing of 14 new Liverymen, including the Chairman and Vice Chairman of the Hong Kong Region, Captains B R Hawkins and A C L Fung, and the Chairman of the North American Region, Mr J S Burley. Eight Master Air Pilot Certificates and one Master Air Navigator Certificate were also presented by the Master.

After the Court Meeting Guild members and their guests enjoyed a Champagne Reception in the Old Library as uniformed personnel of the London Wing of the Air Training Corps set about their organisational duties with customary efficiency. The traditional Guard of Honour was provided by the Pikemen and Musqueteers of the Honourable Artillery Company. The Guest of Honour at the Banquet was The Right Honourable The Lord Mayor Alderman Nick Anstee; other senior guests included Mr G D Clay the Master Actuary, Mr J H Robinson the Master Engineer, Lady Cobham, Air Chief Marshal Sir Brian Burridge President The Air League, Air Vice-Marshal D Couzens President RAeS, Group Captain S Blake Commandant Central Flying School and Colonel P Keddy Canadian Air Advisor.

The Banquet was served in the magnificent medieval Great Hall; the Beadle, Mr E Prior, led in the Master’s party to the customary slow handclap. Music during the meal was provided by the Brass Quintet of the Band of the Honourable Artillery Company who played a number of spirited pieces, including an excellent rendition of the Post Horn Gallop that was greeted with acclaim by the diners. The Banquet concluded with a Sung Grace and the ceremony of the Loving Cup.

The Trophies and Awards were presented by the Lord Mayor. The recipient’s abbreviated citations and their photographs follow; full citations can be found on the Guild’s website. After the presentation of the Trophies and Awards the Master addressed the diners and proposed the Toast to the ‘Award Winners and Guests’. The Lord Mayor replied, proposing the Toast ‘The Guild of Air Pilots and Air Navigators of London, may it flourish root and branch forever.’ Both speeches were greeted with acclaim by all present.

The Master then invited all to join him in a Stirrup Cup in the Old Library, after which Guild members and guests made their way home, those staying at the RAF Club travelling by buses which although delayed got them to their destination before the Cowdray Room bar closed.

Photographs taken at Guildhall can be viewed and ordered on line direct from Gerald Sharp Photography. Visit www.sharpphoto.co.uk or telephone them on 020 8599 5070.
The Master with the newly clothed Liverymen

The Master with the recipients of Master Air Pilot and Master Air Navigator Certificates

The Master greets the winners of the Prince Philip Helicopter Rescue Award at the Champagne Reception.
The Master, the Master’s Lady, their son and daughter in law greet the Lord Mayor and Lady Mayoress on their arrival

The Master sets the Loving Cup on its way, assisted by the Lord Mayor and watched by the Beadle

The Master and the Lord Mayor lead the principal guests into the Great Hall, flanked by the Pikemen and Musketeers of the Honourable Artillery Company
The Lord Mayor addresses the Guild, proposing the Toast: "The Guild of Air Pilots and Air Navigators, may it flourish root and branch for ever."

The Loving Cup continues its journey down the tables.

Liveryman Jon Fynes, Warden Dorothy Pooley and Assistant Kent Johnson enjoy their Stirrup Cup.
Sir Maurice Flanagan KBE BA (Hons) FRAeS

THE GUILD AWARD OF HONOUR

Sir Maurice Flanagan KBE BA (Hons) FRAeS FCIET joined BOAC in 1953, after service in the RAF as a navigator. He ascended through a variety of overseas posts to area manager level and returned to the UK in 1965 as a route planning manager. In 1978, Maurice left British Airways to become Managing Director of Dnata, the forerunner of Emirates and now its sister company. He became Managing Director of Emirates when the airline was launched in 1985, Vice Chairman and Group President in July 2003, and Executive Vice Chairman in 2006.

Sir Maurice has overseen the growth of Emirates from inception to a much respected and major global airline. Its success is in no small measure due to his continuing leadership and vision.

His contribution to aviation has been recognised by many awards; he was appointed CBE in 2000 and KBE in the recent Queens Birthday Honours List for services to the British aviation industry and British exports. In 2004 he was honoured by Flight International as its Personality of the Year and also received an award from Airline Business for his role in the development of Emirates into a global aviation force. He received the Official Airline Guide Lifetime Achievement Award in 2005 for more than 50 years of service to the aviation industry. He was elected a Liveryman of the Guild in 2008.

His previous awards all illustrate and are testimony to the role and achievement of an extraordinary individual within commercial aviation over an extended period of time. In addition to previous recognition for his lifetime contribution to aviation, and for his unsurpassed achievements in the airline industry, Sir Maurice Flanagan is also awarded the Guild Award of Honour.

The Derry and Richards Memorial Medal

As the Joint Strike Fighter Lead test pilot, Graham Tomlinson recently piloted the F-35B during its maiden hover and vertical landing, another first class flight test achievement in a career and lifetime devoted to aviation.

Graham joined Bristol UAS in 1968 and on graduation joined the RAF. In 1975, he was awarded the first of three Queen’s Commendations for Valuable Service in the Air when he recovered a stricken Harrier following a serious hydraulic system failure.

Thirty one years of outstanding contribution to military test flying started at ETPS at Boscombe Down and a posting to the USA as the UK Harrier GR5 project test pilot was followed by a Harrier flight commander tour in Belize. In 1986, he joined British Aerospace and his engineering prowess and consummate professionalism quickly gained him the reputation as one of the most observant and thorough test pilots of the era. He was duly promoted to Chief Test Pilot in 1993.

After accumulating over 2800 hours in Harriers alone, he was invited to apply his vast experience to the X-35 JSF programme during the Concept Demonstration Phase. As an inspirational figurehead for the many project teams, he was instrumental in shaping the aircraft’s flight control system and contributed numerous innovative ideas to the design of the aircraft.

Throughout his career, Graham has excelled as a natural leader with exceptional engineering judgement, boundless innovation, disarming humility and above all a great pair of hands; this sets him apart as one of the truly great test pilots. For a lifetime dedicated to flight test, he is accordingly awarded the Derry and Richards Memorial Medal.

Sir Alan Cobham Memorial Award

Kelly McQuaid arrived at Flight Training Europe with impressive academic qualifications and a comprehensive background in the aviation industry. Her 1st class honours degree in Aerospace Engineering and her subsequent courses in aircraft structural repair and stress analysis had facilitated her employment as an engineer with Marshall Aerospace in Cambridge and in Sydney.

At FTE, Kelly was an attentive and hard working student. Always keen to succeed, she applied herself diligently to the course and was always willing to ask questions and to work outside class to enhance her understanding. She made very good and consistent academic progress and passed all her progress tests and the JAA exams at the first attempt with an average of 97%. Her flying training record was no less impressive. She achieved FTE’s highest possible course assessment of “Outstanding” for her overall performance in training.

But it was her services to FTE and the student body which marked Kelly as an exceptional student. Her warm personality and vivacious sense of humour quickly won the hearts of all who met her and she was elected President of the important Student Committee. During a period of turbulence at the School when the sudden world economic crisis sent shudders through the whole aviation industry, Kelly remained calm and positive, providing clear leadership for her colleagues and maintaining exemplary liaison with the School management. Her contribution was recognised by her receiving the rarely given Directors’ Award at her graduation ceremony. Kelly is accordingly awarded the Sir Alan Cobham Memorial Award.
THE JOHN LANDYMORE TROPHY

John Randall won the Guild’s Benevolent Fund Scholarship and completed his PPL training with Tiger Airways flying school at Gloucester.

From the initial impression that he made upon the scholarship selection committee to the approach he adopted during his flying training, John was exemplary. His ground school results were top class and his whole approach to the learning process and personal application required to be a proficient and able pilot were present from the outset.

John’s enthusiasm and determination to achieve his goal was evident to his ground and flying instructors. His attitude was always positive and he was a pleasure to teach.

As a result of his personal qualities and professional, competent approach to flying demonstrated during his training for a PPL, John Randall is awarded the John Landymore Trophy for 2010.

THE CENTRAL FLYING SCHOOL GUILD TROPHY

Sqn Ldr Williams retired from the RAF last year following 39 years’ service. Commissioned in 1977 after several years as non-commissioned aircrew, he completed navigator training in 1978 and flew over 1,000 hours on the Phantom F4, consistently assessed as above average. His instructional potential was identified early and, exceptionally for a first tourist, he was posted to instruct at the RAF Navigation School. His instructional ability proven, he was selected to instruct at the USAF Navigation School at Mather AFB. A ‘distinguished graduate’ of his instructors’ course, Sqn Ldr Williams’ professionalism was such that he finished his tour leading their Standards Unit, a rare honour for an exchange officer.

An unbroken series of flying tours on the Nimrod MR2 followed, with Sqn Ldr Williams holding a Combat Ready Aircrew Category for 13 years. There are countless navigators who have benefited from his professionalism and mentoring at first hand. He was the first person that the majority of Nimrod navigators, regardless of rank or experience, would contact for advice.

Retiring with almost 9,000 hours, he became the OCU’s Nimrod Navigator ground instructor with the Civil Service.

For his dedication and tireless work as an instructor, over many years, Squadron Leader Williams is awarded the Central Flying School Guild Trophy.

THE PIKE TROPHY

Ian Mackie has been a leading figure in flying instruction, and in Flying Instructor training, for many years. At the age of 38, when he joined Oxford Air Training School, he had already amassed over 10,000 hours flying time and even then was regarded as the most experienced civilian Flying Instructor in the country. He is well known for having extremely high standards allied to an exceptional instructional manner and technique.

Iain started his flying career as a student at Roger’s Aviation in 1967. He went on to join the instructional staff there and was subsequently responsible for running the PPL training, the RAF Cadet Programme, and the Flying Instructor Courses, which culminated in him becoming Chief Flying Instructor with specific responsibility for the FIC training. In 1987, he moved to FR Aviation to fly the Falcon Jet on the Royal Navy Contract for Electronic Warfare Training. With his considerable experience in flying training he was asked to become a Type Rating Examiner on the Falcon, a post he still holds. In this post he has to convert both very experienced ex-military pilots to their first civilian flying role, and also young 1,000 hour civilian pilots to become First Officers in a dynamic, quasi-military environment.

Ian has given significantly to the world of flying instruction for forty years and has now amassed some 17,000 hours flying, quite an achievement outside the airline world. He has been previously recognised by the Guild as a Master Air Pilot and is now further recognised for his long service in the field of Flying Training by the award of the Pike Trophy.

THE MASTER’S COMMENDATION

The mission of the Air Cadet Organisation is to be a modern, dynamic, sustainable air-minded youth organisation, that offers fun and challenging opportunities. In fulfilling this mission cadets undertake a wide range of activities including adventure training, sport, target shooting, camps, first aid and music. However, at the heart of cadet activity and the key element of cadet training are aviation studies and flying.

All cadets study a formal syllabus that includes the principles of flight, propulsion, airframes, air navigation, airmanship, aircraft handling, and operational flying. This academic study serves two purposes; it develops an interest in aviation and aerospace, promoting careers in the aerospace industry and it provides a basis for the participation in cadet flying and gliding.

The Air Experience Flights provide all cadets with one flight a year, but the majority of cadet flying is gliding. The ACO runs 27 Volunteer Gliding Squadrons throughout the UK all manned by volunteer gliding instructors. With over 60,000 launches a year all cadets get the opportunity to go gliding. Additionally, each year the ACO trains over 1600 young people to first solo standard, more than any other organisation in the world.

The ACO is run by volunteers providing positive and challenging activities for young people, and promoting an interest
in flying and aviation. Today, there are over half a million people who have been in the Air Cadets.

The ACO has been in existence since just before the Second World War and has 'introduced' aviation to millions of individuals - an un-equalled and considerable achievement, for which the ACO is awarded the Master's Commendation.

For over 30 years, the Nimrod R1 of No 51 Squadron has been delivering the UK’s only manned airborne electronic surveillance capability, providing commanders and the intelligence community with high quality signals information. Deployed in every operational theatre since the Falklands War, the Sqn has provided a pivotal electronic reconnaissance role in such diverse theatres as Sierra Leone, the Balkans and Iraq.

In July 2006, during the Squadron’s deployment in support of Op Herrick in Afghanistan, it became apparent that the existing mission system was inadequate for locating enemy forces. This lack of capability prompted an urgent equipment upgrade programme, known as ‘Tigershark’. ‘Tigershark’ delivered exceptional results in Afghanistan, enhancing Air and Land Forces’ integration and providing vital support to troops on the ground. Following in his father’s footsteps, he eventually became a Captain with BA, where he currently flies B777s.

However, his real passion in aviation was, and is, for more ‘exciting’ flying. His aerobatics career started in 1986, flying an Ultimate Pitts, then the Yak-50, Extra 300 and Sukhoi Su-26. He has flown over 650 public displays and also flies vintage fighters for The Old Flying Machine Company at Duxford Aerodrome, including the Spitfire, Hurricane and Mustang. From 1994 he flew formation displays around the world with Steve Jones as ‘The Matadors’, winning three gold medals and one silver medal in the FAI series.

Since 2005 he has become much better known to his countrymen and aviators world-wide, as a very competitive entrant in the Red Bull Air Race series, consistently finishing among the top two or three pilots in the world. In 2009 he crowned these achievements by becoming the Red Bull Air Race World Champion; the first such achievement by a British pilot.

This extremely competitive series of precision races is validated by the FAI as a World Championship event. For his achievements to date, and continuing feats in General Aviation, increasing the profile of aviation to a world-wide audience, Paul Bonhomme is awarded the Guild Sword of Honour.

THE JOHNSTON MEMORIAL TROPHY
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THE GUILD AWARD OF MERIT
Ian Frow’s flying career began with National Service in the Royal Air Force on Piston Provosts and Vampires. Joining BOAC in 1958, he had to spend a year becoming a fully licensed navigator, finally becoming a very junior pilot on the B707. In 1972 he moved to the Boeing 747, a type which, in several of its guises, he was to fly for the next 30 years as a Training Captain with both BA and Virgin Atlantic.

For over 16 years he was a member of and later chaired, the British Airline Pilots’ Association (BALPA) Concorde Evaluation Team. Ian also spent many years on the BALPA National Executive Committee and Technical Committee and as ‘Chief Editor’ of the ‘Log’, BALPA’s journal. In retirement, Ian joined the Guild and became a Liveryman in 2002.

It was knowledge of his editorial expertise that led to an invitation in 2004 for him to write the second part of the history of the Guild of Air Pilots and Air Navigators. This was an endeavour that was to take five years to complete in his determined and scrupulously thorough manner. Hundreds, if not thousands, of hours of interviews - all recorded for the archives - and poring over past editions of Guild News and other documents eventually led to the splendid record of the Guild’s more recent history that is the enduring legacy of that work and a great service to the Guild. It is a work of immense dedication and value to the Guild, and an immense service that is wholly deserving of appropriate recognition. Captain Ian Frow is accordingly awarded the Guild’s Award of Merit.

THE GUILD SWORD OF HONOUR
Paul Bonhomme started his flying career the hard way at White Waltham in 1980 by working as a general dogsbody cleaning hangars, polishing aircraft and refuelling aircraft. Following in his father’s footsteps, he eventually became a Captain with BA, where he currently flies B777s.

However, his real passion in aviation was, and is, for more ‘exciting’ flying. His aerobatics career started in 1986, flying an Ultimate Pitts, then the Yak-50, Extra 300 and Sukhoi Su-26. He has flown over 650 public displays and also flies vintage fighters for The Old Flying Machine Company at Duxford Aerodrome, including the Spitfire, Hurricane and Mustang. From 1994 he flew formation displays around the world with Steve Jones as ‘The Matadors’, winning three gold medals and one silver medal in the FAI series.

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THE AUSTRALIAN BI-CENTENNIAL AWARD

In 1976, Group Captain Robert Lee BA (Hons) PhD FRAeS FCILT was appointed Senior Psychologist, Operational Command, RAAF. He became the first psychologist to serve as a human factors specialist on RAAF aircraft accident investigation teams. In 1983, he joined the Bureau of Air Safety Investigation where he established and developed the Bureau’s capability in human factors, systems safety and research. In 1989, he became Director of the Australian Bureau of Aviation Safety Investigation and during his directorship he transformed the Bureau from a purely reactive investigative agency to an innovative multi-skilled organisation that concentrated equally on proactive accident prevention and safety enhancement.

In 1999 he was appointed Director of Human Factors, Systems Safety and Communications in the new Australian Transport Safety Bureau (ATSB). Having realised that the techniques of aviation safety should be applied to many other fields, he set up his own company in 2000 and is now an international consultant in human factors in high technology industries, including aviation, rail, nuclear and healthcare.

In recognition of his outstanding contribution to aviation safety in Australia, Dr Robert Lee is awarded the Australian Bi-Centennial Award.

THE SIR JAMES MARTIN AWARD

David Cockburn FRID joined the Civil Aviation Authority in 1999 to fill the role of General Aviation Safety Promotion and Education. Since then David has become very well known to the GA community across the UK through his programme of GA Safety Evenings held at flying clubs throughout the autumn and winter. He also attends every major GA-related event in the UK to deliver lectures and presentations and during last year he has played a leading role in establishing the European General Aviation Safety Team (ECAST).

Since joining the CAA David has written and edited many of the articles for the CAA’s General Aviation Safety Information Leaflet (GASIL), which is sent each month to the owner of every UK registered GA aircraft and to all flying club CFIs. David has also been responsible for the CAA’s ‘Safety Sense’ leaflets, ensuring they are kept up to date and topical.

Despite an often punishing schedule of late nights and long drives between Safety Evening venues, David’s ebullient enthusiasm for his safety promotion role has never diminished. His non-preaching, self-deprecating style of presentation, together with his willingness to share with others the lessons he has learnt throughout his flying career, is evidence of his empathy with GA pilots. This makes his safety messages all the more effective.

Prior to joining the CAA David served for 28 years in the Royal Air Force as a pilot. He has been a CAA flying instructor since 1995, and a PPL examiner since 2003.

For the last decade David Cockburn’s entire life has revolved around aviation safety education. For his total commitment to this field in all aspects David Cockburn is awarded the Sir James Martin Award.

THE MASTER’S MEDAL

On 11 May 2009, a B747, BA Flt059, was in a normal take-off run from Johannesburg, when the Number 3 and Number 2 engine Thrust Reverser ‘In Transit’ indicators suddenly appeared, however the indicators were not seen by the crew, who were concentrating on the take-off. Thrust Reverse is normally deployed on landing and had not been deployed, but as a result of the apparent reverse thrust deployment, a section of the leading edge flaps, which provide a significant proportion of lift, retracted as they are designed to do when reverse thrust is selected on landing. Unaware of the changing leading edge configuration, the First Officer rotated the aircraft and the crew were immediately confronted with significant airframe buffet and the stick shaker activating. The crew had no idea why the aircraft had apparently entered a stall or pre-stall regime, but the First Officer immediately and skilfully flew the aircraft at an attitude that prevented it from stalling but also prevented contact with the ground, despite being unable to read the instruments clearly due to the buffet. The Captain calmly supported the First officer by passing on critical information such as speed and aircraft height above the ground. He also raised the landing gear, which initially made handling worse by the increase in drag created by the opening of the undercarriage doors, but after about half a minute, with the undercarriage stowed and the leading edge flaps re-extended, the aircraft performance returned to normal and the handling aspects of the event were over.

However, the crew still had to deal with an unknown set of circumstances and decided to return to Johannesburg, planning for two, three and four engine approaches, given the unknown nature of the fault. They also ensured that passengers and
cabin crew were kept informed and remained calm and relaxed throughout.

**Captain Michael Fairhurst and Senior First Officer James Brown** (seen collecting their award) displayed exemplary skill and professionalism in recovering the aircraft safely and dealing with this brief but potentially catastrophic emergency that occurred at a critical phase of flight. Their actions undoubtedly saved the aircraft, and countless possible injuries or fatalities to those onboard, and they are accordingly awarded the Master’s Medal.

**A FURTHER MASTER’S MEDAL**

Steve Noujaim was an RAF fast-jet pilot, instructor, and CFS examiner, before leaving the service to become an airline pilot, part-time aerobatic instructor and display pilot, with over 10,000 hours on 40 types in his log-book. Nine years ago Steve realised that with the modern generation of home-build light aircraft there was, at last, an aeroplane which he could build and fly himself which would have the performance and range capable of meeting Alex Henshaw’s challenge to any pilot to fly any aircraft less than 200 horse-power to the Cape (of Good Hope) and back (to London) in less time than he did in 1939 - a record that stood for 71 years before being beaten last year, but in the opposite direction, by the South African, Capt Chalkie Stobbart.

Eight years, and thousands of man-hours later, Steve’s home-build RV7 made its first flight. Steve had for a long time planned to make his attempt on the record in October 2009, however, essential further modifications to his aircraft, such as the fitting of long-range tanks which he and his wife Anna carried out themselves, made this date impossible. Then, by way of a proving flight, on 7 July 2010, Steve unofficially broke the Land’s End to John O’Groats speed record for his class, proving that he and the aircraft were ready.

Leaving from Southend at dawn on 31st August, 2010, and with only two en route stops - Tamanrasset in southern Algeria and Brazzaville in Congo - Steve flew three legs of 10 and a half hours, beating Alex Henshaw’s time by 4 hours and 17 minutes and Chalkie Stobart’s time by 1 hour and 9 minutes. After a brief rest in Cape Town, he then flew the return journey in 36 hours and 34 minutes, beating Henshaw by 3 hours and 2 minutes and Chalkie Stobart by just 1 minute! His round trip London - Cape Town - London, set a new world record of 3 days, 11 hours and 16 minutes, beating Alex Henshaw’s challenge by 23 hours and Chalkie Stobart’s time by 4 hours and 1 minute.

His epic achievement of planning, endurance, skill and sheer determination is exemplary and a worthy feat of aviation. For his success in meeting the original ‘Alex Henshaw Challenge’ he is deserving of appropriate recognition and Capt Steve Noujaim is accordingly awarded the Master’s Medal.

**THE GRAND MASTER’S COMMENDATION**

On 29 January this year in Afghanistan, Flt Lt Fortune and his Chinook crew scrambled to conduct an emergency medical evacuation of six casualties with gunshot wounds. On arrival on scene, Flt Lt Fortune manoeuvred his aircraft into an emergency landing site, as close to the casualties as possible, while an Apache helicopter suppressed the insurgent firing points. As the aircraft departed, with all casualties safely on board, it was engaged and a round came through the windscreen, hit the front of Flt Lt Fortune’s helmet and shattered his visor, causing deep lacerations to his face. Despite this, Flt Lt Fortune retained control and took evasive action, even though the aircraft was hit a total of 8 times, resulting in a series of system failures including damage to the flight stabilisation system and forward transmission. Flt Lt Fortune with confidence and inspirational composure calmly diagnosed the faults, took appropriate corrective action, briefed his intentions to his team, and kept the aircraft as stable as possible to enable the medical team to work on the casualties. Only once the casualties were offloaded at Camp Bastion and the aircraft shut down, did he accept medical attention. All of the casualties survived and the assessment of the doctors was that one of them would have died had he not been evacuated in such a timely fashion.

During this incident, Flt Lt Fortune displayed extreme professionalism and airmanship and his actions saved the life of at least one casualty and the loss of his aircraft. His remarkable courage, composure and selflessness are wholly deserving of appropriate recognition and Flt Lt Fortune is accordingly awarded the Grand Master’s Commendation.

**THE HUGH GORDON-BURGE MEMORIAL AWARD**

In February this year in Afghanistan, Flt Lt Townsend’s Chinook crew responded to an incident in Nad-E-Ali - a second call of the day to the same area. With 3 miles to run, they had a bird strike causing a loud explosion and a single engine failure. Having established that he could just maintain height on one engine, Flt Lt Townsend calmly and professionally declared an emergency, briefed his intentions to the rest of his crew and directed other assets to the casualties. The aircraft was under control, but at low level, on the wrong side of the ‘Green Zone’ and with only one engine. With insufficient power to climb, but realising the risks associated with making an emergency landing at a patrol base, Flt Lt Townsend elected to cross the green zone along the safest route, at 50 feet, using all available performance to maximise speed. The aircraft was recovered safely to Bastion and the crew immediately re-rolled to a new aircraft.

However, after again getting airborne, the new aircraft then experienced a serious hydraulic leak. With a high risk of fire, Flt Lt Townsend efficiently dealt with this emergency and the crew then re-rolled into a third aircraft. At that point, the crew were called again for another medical high risk evacuation mission and, as they departed the evacuation site with casualties on board, the aircraft came under fire. Having directed his crew’s suppressive fire, he departed with remarkable and audacious skill, which unquestionably prevented his aircraft from
being hit. The casualties were recovered and, despite their injuries, all survived. During this single period of duty, even within the context of a busy and high threat environment, Flt Lt Townsend faced myriad challenges. Had it not been for his remarkable composure and professionalism, any one of these three incidents could have resulted in the loss of his aircraft and crew. He displayed airmanship, captaincy and measured courage of the highest order, all of which combine to describe a thoroughly deserving recipient of the Hugh Gordon-Burge Memorial Award.

THE PRINCE PHILIP HELICOPTER RESCUE AWARD

On the night of 24 April 2009, R902 (Cormorant helicopter) of 442 Sqn CAF, based at Comox, British Columbia, was tasked along with R457 (Buffalo aircraft) to rescue a casualty who had fallen approximately 30m down a crevasse while skiing with two companions. The location of the rescue was at around 8500’ on a glacier, which the crew therefore expected to be a flat field.

After a 45 min transit, R902 arrived on scene just prior to R457. Calculations made en route showed that Hover Outside Ground Effect would be difficult, because of the combination of weight and altitude, however, the crew was confident that a Hover In Ground Effect would be an option even if it meant dumping fuel. However, what they found was not what they expected. The glacier was a steep slope of ice at about 45 degrees that fell from the top of several peaks into a narrow bowl. The initial search on NVG revealed a beacon high on one side of the glacier, which turned out to be a headlamp worn by one of two survivors, located next to a hole with a rope running down into it. The crew decided to try to drop a radio to the survivors to avoid exposing them to any prolonged exposure of the rotor wash. However, the radio missed them and slid down the steep icy slope. The aircraft was then brought to the hover, not an insignificant achievement in the conditions, 30’ above the 2 individuals. Because of the steep nature of the slope and the resultant power required, hovering was difficult, however, the still air and smooth, skilful control inputs of the handling pilot meant a relatively constant torque setting. Whilst R902 was in the hover, R457 dropped flares to aid the crew throughout the rescue.

The Team Leader was hoisted to the 2 individuals on the ice to assess their condition. They explained that the third member was at the bottom of the crevasse. One of the two had attended to their fallen companion and indicated that while no vital signs were visible, colour had returned when artificial respiration was started. The two on the glacier were double-hoisted into the helicopter without significant problem - but then came the tricky part. Eventually, after alternating between walking down the vertical wall and hanging in mid air, out of sight of the aircraft, in the crevasse, the Team Leader reached the casualty, attached the double lift harness, and called for extraction by radio. During the hoist sequence there was considerable concern about the cable running over the ice. The handling pilot had little in the way of contrast other than small waves of ice, illumination from the search light, the flares and his NVG but, together with input from the crew, was able to manoeuvre the helicopter to give the least amount of strain on the cable. Once clear of the top of the crevasse, the Team Leader and the casualty were hoisted quickly into the aircraft and R902 made directly to the hospital and then to base. This rescue of two people from the side of an icy glacier and one from the bottom of a crevasse involved a complex hoist, carried out at high altitude and into an unknown location with no visual contact between the crew and Team Leader. This difficult mission succeeded entirely because of the skill of those involved and the fact that the crew worked together as a team towards its successful completion. For their bravery, steadfastness, determination and skill, the crew of R902 is awarded the Prince Philip Helicopter Rescue Award.
The following two awards were presented by the Master during his annual tour of the Regions. Photographs of the presentations will appear in the February issue of Guild News

THE GRAND MASTER’S AUSTRALIAN MEDAL

Over the period of the last twenty years 816 Sqn RAN has provided at least one, and often more, embarked helicopters in the Royal Australian Navy frigates that have been deployed almost continuously on various operations in the Middle East. Given the span of operations, the challenging environment and the extreme distance from supporting agencies, this has been an extraordinary achievement.

That 816 Squadron have maintained, quietly, efficiently and effectively, an almost constant maritime helicopter presence in the Middle East, over 7,000 miles from home and for nearly twenty years, is a reflection of the dedication and quality of the personnel involved. The squadron has fulfilled a range of naval aviation missions, which have required the crews to be both balanced and flexible in order to adapt to the ever changing environment. A highly professional training organisation has ensured that all crews have been mission ready and the technical support provided by the squadron maintenance organisation has been second to none.

Exceptional dedication to the Royal Australian Navy’s mission, underpinned by a world class training programme, has ensured 816 Squadron has maintained a near continuous embarked operational maritime helicopter presence in the Middle East since 1990. It has provided an exceptional array of at sea capabilities spanning surface warfare, naval blockade operations, antidrug and anti-piracy missions within a large geographic tasking area to Australian and allied operations in the Middle East.

For its continuous, meritorious service in supporting national and international interests in the Middle East over an extended period, 816 Squadron is awarded the Grand Master’s Australian Medal.

THE JEAN BATTEN MEMORIAL AWARD

Michael Murray started his aviation career in 1963 with a short service commission in the Royal New Zealand Air Force where he flew as a Navigator on English Electric Canberras in the strike role and served as a navigation instructor. With a continuing focus at specialist level on aviation law, economics, operational research and analysis, civil aviation policy, planning, and strategic management Michael has since forged a 35-year career that has had a formative influence, in all of those disciplines, in both public and private sectors of the aviation industry in New Zealand, and a dozen other nations. His work has served the interests of the aviation industry from government Ministries and authorities to major airlines, airports and small enterprises. Of particular note in New Zealand, Michael Murray was a lead author in the reforms that led to the Civil Aviation Act 1990 (and its amendments) and the repeal of the Air Services Licensing Act 1983.

Beyond New Zealand his recommendations have been implemented by governments and authorities in Australia, Ireland, Kiribati, Malaysia, Marshall Is, Niue, Solomon Is, Tonga and UK, thereby directly promoting international respect for the professionalism of New Zealand’s aviation infrastructure.

Michael Murray has earned a superior reputation as an effective government advisor and lobbyist, with widely respected experience in his fields. While most of his work has been, and remains, ‘below the radar’ his personal contribution to the improvement of governance, operational systems, safety and economics of the aviation industry in New Zealand over this long period has been quite outstanding. He has also made a very significant and well documented contribution to the good standing of the New Zealand Region of the Guild during this time and served as Chairman for two years.

For his outstanding personal contribution to New Zealand aviation Michael Murray is awarded the Jean Batten Memorial Award.

THE MASTER’S REGIONAL AWARDS

Selected by the Regional Executive in each Guild Region and presented in the Region by the Master during the annual tour.

AUSTRALIAN REGION.

John Drew Fergus Whittington
MBA GradDip Marketing BSc

HONG KONG REGION.

Brian Johnstone GRees BSc(Eng)
DMS(Dist) FRAeS FRGS

NEW ZEALAND REGION.

Trevor Thomas Bland MNZM AFC.

GUILD SCHOLARSHIPS AND BURSARIES PRESENTATION

ASSISTANT GROUP CAPTAIN TOM EELES

The Immediate Past Master, Rear Admiral Colin Cooke-Priest, stood in for the Master who was on his tour of the Regions and presented the 2010 Scholarship and Bursaries winners with their certificates at Cutlers’ Hall on 11 November. The event took place after a Court Meeting and all Court members warmly applauded the proud recipients and congratulated them on their successful completion of their various courses of training. After the presentation ceremony the recipients were entertained to a buffet supper in the magnificent Dining Hall of Cutlers’ Hall.

The Scholarship and Bursary winners are Amy Cosgrove (Sir Sefton Branker, PPL), John Randall (Guild of Air Pilots Benevolent Fund, PPL), Benjamin Pilgrim (Grand Master, PPL) Mathew Stubbs (Cadogan, PPL), Aaron Collaco (Jack Smith, PPL), Helen Vosper (Norman Motley, FL), Sam Carpenter (Guild of Air Pilots Benevolent Fund, FL), Luke Roberts (AST Diamond Jubilee, FL), Louise Courtney (JOC Scholarship, EPST), Claudine Miles (JOC Scholarship, EPST), Andrew Jackson (Aerobatic Bursary) and John Haffenden (IR Bursary). They are shown with their certificates, together with the Immediate Past Master, in the accompanying photographs. Paul Taylor (Weetabix Scholarship), Jan Angermann (ME instructor rating) and Dan Meanley (Cobham FL) were unable to attend.

Photo courtesy Gerald Sharp Photography, www.sharpphoto.co.uk

17
There’s an old song that notes “Everything old is new again” and at first glance, Viking Air’s Series 400 Twin Otter project seems to be a flight down memory lane. Why resurrect a type that has been out of production since 1987? Viking CEO, Dave Curtis, is not only a visionary but a patient man too, well versed in the historical, political, economic and technological forces that have shaped the Series 400. This summer, Curtis’ efforts were rewarded as Transport Canada presented the amended Type Certificate to Viking at the Farnborough Airshow and deliveries of the Series 400 to eager customers got under way.

Curtis explains at the outset that Viking is not offering a refurbished aircraft but a brand new construction with over 800 improvements. For many decades, Victoria based Viking Air had supported de Havilland’s worldwide fleet with a range of products from washers to wing-boxes and so were in daily contact with operators. Using this valuable feedback and working with the axiom that ‘the best replacement for an old Twin Otter is a new Twin Otter’, Viking purchased the rights to the aircraft from Bombardier in 2006 and the Series 400 project was formally launched the following year. Curtis notes that the Twin Otter, in the face of competition from faster, pressurized types, has today become a niche aircraft and so there was insufficient demand or interest for a clean-sheet design and its significant certification costs. The Twin Otter can clear a 50’ obstacle in only a 1200’ takeoff run and the landing distance is even shorter. He notes “The Twin Otter is not a rocket ship, it’s a truck” and describes the strategy of “Taking something that’s good and making it better.”

In 1964, de Havilland Canada immediately grasped the potential of Pratt & Whitney Canada’s new PT-6 turboprop and set about modifying the DHC-3 Otter to produce the DHC-6 Twin Otter, the aircraft which launched the commuter airline industry. Since regulations did not require a flight attendant for 19-seat aircraft but still mandated multi-engine IFR for commercial passenger operations, the type was immensely popular and to date, the Twin Otter still holds the sales record for this category. The type was continually improved as the years went by and the 1969 Series 300 became the definitive version. Two decades later, amid slowing sales and a global economy battered by 20% interest rates, de Havilland delivered its 844th Twin Otter and all production tooling and jigs were scrapped. In the intervening years however, aviation accountants (a breed as humourless as the hangar cat) were observed to be smiling for once. They discovered that a Twin Otter could generate considerable profit all year while still being increasing in value from one annual balance sheet to the next. Clearly the
market recognized a superb design and while Twin Otters are no longer commonplace at airline alliance hubs, the versatile type is still hard at work in a variety of roles around the world.

The Series 400 retains all the advantages of the 300 and brings modern technology both to the production line and to the end product. CAD-CAM, CNC and laser measured jigs have defined 'A new level of quality' in the airframe itself explains Curtis. Many non-structural components, such as doors, are now made of composite materials while complex features of dubious value, such as the propeller Beta back-up and the 400 Hz AC electrical system, have simply been deleted. Lighting has also been upgraded to LED’s but positive attributes such as the ruggedness of the landing gear and cleverness of the flight controls have been retained. (For example, with flap extension on a Twin Otter, the ailerons droop symmetrically while pitch forces are automatically trimmed away.) Power is now provided by the 750 hp PT-6A 34 and a ‘hot and high’ version with -35 engines is also offered.

As a supplier to the world’s operators, Viking well knew that one of the continuing challenges in maintaining veteran Twin Otters was the availability of electro-mechanical flight and engine instruments. For example, some fuel quantity gauges were 12v DC, others were AC, while the avionics came from a variety of OEM sources. All of these parts must be stocked to keep a fleet in the air. Viking knew that to cap developmental costs on the project and more importantly to save the customers money over the service life of the Series 400, a switch had to be made to a single-vendor, all-glass cockpit. The popular and reliable Honeywell Primus Apex suite with four interchangeable LCD screens was chosen.

Curtis wryly notes that the idea of ‘glass’ in a bush plane elicits the most surprise from potential customers but he points out that if the Pentagon specifies similar LCDs for their M-1 tank upgrades, then vibration is hardly a concern. Indeed the 1,000 hour warranty on the screens far exceeds the warranty on the old gyroscopes, As future changes are made to instrument colour banding, or navigational capability is upgraded with features such as synthetic vision, the improvements will be accomplished primarily with software updates, not gutting wiring harnesses in the hangar.

Series 400 wings and fuselages are built in Viking’s Victoria BC plant while final assembly takes place at Calgary AB. Preliminary forecasts showed a market of 440 aircraft over a 10 year period and Viking’s 500+ workforce is set to deliver 18 to 24 aircraft annually. List price for an EASA certified IFR Series 400 is $4.5m US.

Interest in the Series 400 has emerged from all quarters and recently Viking signed a Memorandum of Understanding with Vityaz Avia about final assembly and deliveries of Russian Series 400’s. The maritime patrol version with FLIR, search radar and a military gross weight, called the “Guardian 400” has recently been ordered by the Vietnamese and UAE governments.

Curtis enthuses “We are writing the latest chapter in the long history of de Havilland aircraft in Canada” and the world has taken notice in a big way. Currently, Series 400 order books show a $200m backlog and delivery dates extend to 2014. Viking’s customers appear to have taken the words of the old song very much to heart: “We’ll order now, what they ordered then. Because everything old, is new again.”

www.vikingair.com
Flying Scholarships for the Disabled Celebrates The Battle of Britain

TIMOTHY NATHAN AND ASSISTANT PROFESSOR DIANA GREEN

Flying with Geoffrey Wellum and Bob Foster in the back, with “their” Spitfire and Hurricane sitting on your wingtips must be close to many people’s idea of a dream flight, but it became a reality for me in August.

The same sortie also allowed me to work with a contemporary hero, Nathan Doidge. He may not have been up against the same Messerschmitts and Heinkels as Geoffrey and Bob, but the battles he has fought against Cerebral Palsy and prejudice have been just as courageous and against equally daunting odds.

The story of how I came to fulfil these dream missions dates back to the summer of last year. A small group of us decided to take part in the Dawn to Dusk challenge by flying a tight formation of four light aircraft landing on every British Isle (with a runway) between dawn and dusk, starting in Jersey at 04.27 and ending up in Shetland 17 hours later. We used the opportunity to raise money and awareness for Flying Scholarships for the Disabled, and took four Scholars of the scheme with us. With the huge co-operation and sponsorship of many people, notably the staff of the Channel Islands Airports, who turned out entirely voluntarily in the middle of the night, we raised money enough for three Scholarships as well as getting excellent media coverage. We also came second in the Dawn to Dusk awards.

Enthused and inspired by that success, Assistant to the GAPAN Court Diana Green, Edwin Brenninkmeijer and I began to think how we might emulate or exceed it this year. It being the 70th anniversary year, our thoughts turned naturally towards the Battle of Britain and we pondered the idea of visiting every Bob airfield between Dawn and Dusk. As we mused, we became aware that the Battle of Britain Memorial Flight was planning a similar venture, culminating in an overflight of the Cabinet War Rooms at the date and time of the “Never in the field of human conflict…..” speech.

The BBMF are strong and enthusiastic supporters of FSD, funding a Scholarship every year and giving us as much publicity and puff as they can. As soon as they heard from us, they suggested that we join part of their trip so that they could raise our profile in front of the massive media coverage they were bound to attract. They did make a couple of stipulations: that the aircraft should be capable of 140-150kts in formation and that it should be painted in white with the FSD logo clearly visible, not lost in a welter of sponsorship messages.

I was in the lucky position of having a half share in an Aztec which was ready for a paint job, so I was quick to offer to have the white done before the BBMF exercise and then have the cheat-lines added afterwards, giving us, in between, an expanse of white aeroplane on which to stick the FSD transfers. When I suggested this to my co-owner, Ilya Kazi, he not only embraced the project but raised sponsorship from his company, Mathys and Squires, to make it possible.

We also received generous offers from Larchfield Graphics to provide the decals and from Falcon Flying Services to apply them, all free of charge.

Peter and Polly Vacher are, of course, also key members of the FSD team. Peter takes up Chairmanship of FSD shortly and Polly is world famous for her fundraising flights. Thus Peter was happy to offer the use of his Hurricane, R4118 UP-W, for the trip.

As the day approached, we flew up to Coningsby for a meeting with Sqn Ldr Ian Smith (Smithy) and Flt Lt Antony Parkinson (Parky), in itself an exciting venture.

Smithy pointed out that we would have the aircraft that those two great heroes, Geoffrey and Bob, had flown in the Battle. Peter’s Hurricane was famously flown by Bob, and BBMF’s own Spitfire Mk IIA, P7350, the oldest airworthy Spitfire in the world and the only one still flying that actually fought in the Battle of Britain, is painted up as Geoffrey’s.

Smithy came up with the grand plan that we should have a practice day and put Bob and Geoffrey in the back seats of the Aztec and get some photos of “their” aircraft flying next to them. He actually seemed grateful that I would agree to do this, like I wouldn’t have bitten his hand off!

So the plan was formed that we would pick up Bob and Geoffrey at Northolt and fly them to Coningsby. Smithy and his team also arranged that there would be TV and press at Coningsby, both to interview the veterans and to film mock scrambles.

Meantime, FSD had run its annual award ceremony at RIAT and there I had met Nathan Doidge. Nathan is a quite extraordinary young man who was born with Cerebral Palsy. He has precious little use of his legs, his hands and arms lack control and his speech is significantly impaired. At birth his doctors held out no hope for him to enjoy a normal life but he has spent his life determined to prove them wrong.

Not only has he designed and built his own camper van, which he drives all over the country, and started to water-ski but, with the help of Flying Scholarships for the Disabled and Aerobility, he has learnt to fly. He has completed several solo cross countries and soon, possibly by the time this article is published, will have a full,...
unaccompanied, flying licence, the most disabled person ever to get such a licence in the UK. I do recommend http://www.itv.com/meridian-west/nathans-a-high-flyer69957/ to get a better idea than I can portray of Nathan, his determination, courage and humour.

I asked Nathan at RIAT if he would like to join us on the second day, to be in a formation of two Hurricanes and two Spitfires and he did the closest he can do to jumping at the opportunity.

It is difficult to encapsulate in a few words the two flights. Probably best just to paint a picture of a few individual moments. We had been asked to hold a few miles north of Coningsby to be picked up by the formation, and knew from R/T that they had spotted us, but the sight of Spitfires and Hurricanes peeling off, in the classic upward arch we all know from the contemporary films, and diving down on us completely took our breath away. An image that will certainly remain with me and the other “youngsters” forever and I am sure will have stirred deep memories for the veterans.

For the next while I was required to fly an accurate, planned route, so that the warbirds could formate on us in different configurations and the camera ship, another Aztec flown by Bill Giles, could manoeuvre around us getting the planned shots from the three professional photographers on board. I was concentrating so hard on maintaining exact speed and heading, without any wing wobble (on quite a bubbly day) that I could only afford the odd glance over the shoulder, but each time I looked there was a Spitfire or Hurricane, sometimes two or three of them, tucked up right next to us. For someone who built these things as Airfix kits from pre-school onwards, this was a moment difficult to assimilate in one go. I just wished I could freeze frame and revel in it for much longer.

Having returned Geoff and Bob to Northolt, I had to get home to greet Nathan, who had driven from his home in meet Nathan it is quite extraordinary that he can drive at all, let alone he is also a pilot. But after five minutes of his company you completely forget his disability and simply see the bright, intelligent, motivated man who lives in his crippled body.

The next day was as much a media event as anything else. Marshall’s Terry Holloway had done a great job assembling the Press at Duxford. They were attracted not only by Nathan and the Spitfires, but also a kind guest appearance of Iron Maiden’s Bruce Dickinson, who, GAPAN members will all know, is also a professional air transport pilot. At an appointed moment we took off to meet up with the BBMF and they accompanied us in, two Spits on one side and two Hurricanes on the other. Unfortunately for the Press, they weren’t able to land, because of the Baby Spit’s crosswind limits, but of course that meant the Press had to pick up whatever story they could find, which meant Nathan, FSD and Bruce, so it’s an ill crosswind that blows nobody any good!

The same weather system meant that that the ranks of Press organised at Biggin were also disappointed. We snuck in ignominiously down the ILS, rather than leading a squadron, but again it meant that we had the opportunity to get some quality press time. Later, the BBMF and UP-W did manage to get in, too late for the big splash, but we still had one last bit of fun to extract from the day. Al Pinner in UP-W suggested that we could do a formation, high speed, er, “low approach and go around” at Biggin, before he set off for his next booking in Shoreham.

The only thing that achieved was for my son to tell me that he had never seen me smile so much!
The latest meeting of the Environmental Committee took place on 19 October. Membership of the Committee is progressively increasing. We were pleased to welcome to their first meeting, two Guild members, Dr Jack Milavic from the US and Professor Roger Wootton from City University. One of our new external members, John Broad from the LAA also attended his first meeting. The nominee from Cranfield University, Dr Keith Mason gave his apologies as did a number of other members.

The meeting marked a series of firsts for the Committee. This was the first meeting at which members received a cameo presentation and the first at which we received a presentation from an overseas member.

Setting the record straight: Boeing

For the cameo, we were delighted to welcome Richard Mills, Strategy Director UK and Ireland, Boeing. He provided a fascinating overview of the extent to which many organisations in the aviation industry, including Boeing, were taking significant steps to improve the adverse impacts of aviation on the environment. Mr Mills described the extensive developments in new technology, new fuels including biofuels, and new operating procedures as well as many other initiatives. While some of these initiatives may have been prompted by carbon reduction targets set internationally, clearly many were also commercially driven. It was very clear from his presentation that all sectors of the aviation industry are taking seriously the issue of environmental impact.

Engagement with Non Governmental Organisations (NGO’s) and other international bodies is starting to increase the recognition of the measures being taken by the industry. After a lively discussion, in which Members expressed their surprise at the number and scale of initiatives, it was agreed that more needs to be done to increase the awareness of the general public of the evolving technologies and other important steps being taken by the industry to improve its environmental impact. This is, of course, one of the main aims of the Committee. We are delighted in this respect that Mr Mills has agreed to make his presentation available to members of the Guild. It will be available through the website.

Overseas and UK Inputs

For this meeting, I had asked Members from the Guild’s overseas regions (Australia, Canada and North America) to do short papers on the key environmental issues and actions being taken in their areas. Papers from Australia and Canada indicated common environmental concerns and interventions in respect of air traffic management, airport operations and infrastructure as well as the development of biofuels. As raised in the debate following the Boeing presentation, questions were asked about the challenge of finding feedstocks which do not create conflict with other uses, for example creating food shortages by diverting food production into the development of biofuels.

Turning to the UK, and GA, John Broad mentioned that GAAC were also working on the issue of noise reduction by attempting to secure approval for and certification of new designs (propellers and exhausts) to cut noise emissions. This was proving difficult with the main inhibitor being the prohibitive costs associated with approval. It was suggested that the acceptance by the CAA of an experimental category of aircraft would help the development of these technologies for GA. (The papers from the overseas regions will also be placed on the website)

Hydrogen on Demand?

As he planned to attend the meeting, Dr Jack Milavic (one of two members representing the US) offered to give a presentation on a major commercial initiative in the US to build safe, clean energy sources for the future. Currently, investment in the region of US$150 billion is planned over the next ten years for this purpose.

He pointed out that this is a response to the imperative to find an alternative energy source that has a wide-ranging application to all aspects of society, including aviation. In this area much success has been achieved in hydrogen production. While hydrogen has been available for many years, safe forms of production have not been available. Further, almost all hydrogen production processes have a significant carbon footprint.

Recently, significant progress has been made in developing lean, safe and efficient processes to produce hydrogen. Importantly, these use unpurified water (including seawater), transforming it into a stable, economic and cost effective hydrogen source. Using recently discovered (and commercially confidential) breakthrough technologies, hydrogen may be procured in significant quantities to support industrial requirements. One new process, which potentially has a negative carbon footprint, is non-toxic, non-inflammable and non-corrosive. As part of the next stage of development, the alternative fuel will be tested on a range of engines. Dr Milavic stressed the confidential nature of this exciting and revolutionary initiative and the organisations pioneering behind it. Those present recognized the implications of this, if successful, not least for the oil majors! We look forward to hearing more about this project at future meetings.

Dr Milavic concluded his presentation by indicating that research is also being undertaken in the US to find environmentally safe methods for the separation and purification of rare earths. Again the need for greater public awareness of efforts made by the aviation industry to address environmental concerns was emphasized. It was agreed that a priority target in this respect were young people.

Conference News

Members of the Committee also discussed the plan to hold the first biennial international conference on aviation and the environment in 2012. It was agreed that the main thrust of the conference should be to showcase and publicise widely all the positive and innovative measures currently being taken by the aviation industry to mitigate its impact on the environment. A conference Steering Group is being established to oversee the planning of this conference which will be delivered in partnership with other key players in the industry. We would welcome offers of assistance from any Guild member wishing to contribute his/her expertise to the work of this steering group.

(Offers to the Chairman, please at greendiana@btinternet.com)

The next meeting of the Committee is on 25 January 2011. By that date we hope to have recruited further external members. Approaches have been made to the RAeS, CAA and to two of the proposed Associate Members, Easyjet and Flybe.
The Guild of Air Pilots and Air Navigators were deeply honoured to be invited by Group Captain Bruce Hedley, Commanding Officer of RAF Valley, to join them in celebrating the 70th Anniversary of the Battle of Britain on Thursday, 9 September. This particular exciting day also included many events, the highlight of which was ‘The Prince of Wales Trophy’.

RAF Valley is situated on the Island of Anglesey in North West Wales and currently holds the record for the busiest of all the RAF stations with aircraft movements. RAF Valley - who’s original name was RAF Rhosneigr (and as an ex-communications officer, I can understand the reason for the change) - was granted its station badge in February 1951 and incorporates the Welsh Dragon holding a portcullis. This significant incorporation indicates the ever-open gates, which it may claim to have maintained during its long period of service as a Master Diversion Airfield. Added to this escutcheon the station motto reads ‘In Adversis Perfugium’, literally translated reads ‘Refuge in Adversity’ referring to its role as ‘Search and Rescue’ of downd aircraft in the Irish Sea. RAF Valley was first opened on 1 February 1941 as a Fighter Sector Station under 9 Group whose principal role was to provide air cover for Liverpool and the industrial north-west, who were receiving valuable trans-Atlantic convos from the USA and Canada. The first flight of aircraft to arrive were Hurricanes on the morning of 3 March 1941 who were detached from 312 Squadron from Liverpool’s Speke airfield, now re-named as John Lennon Airport.

In October 1941, due to the high number of training aircraft crashing in the Irish Sea, 275 Squadron was formed initially flying Lysanders, but soon to be joined by Walrus seaplanes, Defiants and Avro Ansons. Today, the Search and Rescue duties are in the very capable hands of 22 Squadron flying Sea King helicopters.

Blackbushe Airport was the point of my lunchtime departure on the 8th September, the day before the big event at RAF Valley. I was kindly invited to fly there and back with Professor Michael Bagshaw and Mr Duncan Simpson both ex-RAF Hunter pilots, in a Rockwell. We took off on runway 27 at 1234hrs and headed north-west on 350°M. Our flight was generally smooth at between 4,000’ and 6,000 except when approaching Snowdonia, which became a little bumpy until we approached the Menai Strait and enjoyed good visibility over Anglesey and Holy Island and our approach into RAF Valley landing on runway 13 at 1356hrs.

We were met by our hosts Flight-Lieutenant Alex Taylor and Flying Officer Natalie Griffith, representing the Station Commander, Group Captain BH Hedley MBA ADC MA RAF who was unfortunately on compassionate leave. Following an excellent initial welcoming brief by Alex and Natalie they told me the wonderful news that I had drawn the ‘Long Straw’ in their ballot and I would be offered a flight in the Hawk jet trainer competing for the Prince of Wales Cup the following day. This of course was dependant on my passing a stringent Royal Air Force medical examination later that day after we had booked into RAF Valley’s local Hotel Cymyran. Our first group appointment was a welcome brief, explaining the various squadrons based at RAF Valley before being taken on a personal tour of the Hawk trainer, its Simulator and the Search and Rescue helicopters.

Visit to the Hawk Simulator
I was then escorted to the BAE Systems Hawk T1/1A simulator, where I was extremely impressed. The wide panoramic wrap-around cyclorama screen moved in conjunction with our flight. In addition, the instructors could induce fog, rain, heavy cumulus clouds et al just to upset us pilots. I was told that the cost was more than £1m - but was convinced it was worth every penny considering it could train pilots in comparative or even absolute safety. There was no blood spilt when that simulator crashed.
Visit to the Search & Rescue Helicopters

I then joined my colleagues for a visit to the very important and usually un-sung ‘Search and Rescue Division’ at RAF Valley and their big yellow Sea King HAR3 helicopters, proudly sporting the Royal Air ‘C’ Flight, No 22 Squadron that Prince William is currently serving as a Search and Rescue helicopter pilot. This SAR unit operates two night-vision goggle (NVG) capable Sea King HAR3’s in the operational SAR role and is one of the most active SAR flights in the United Kingdom carrying out approximately 300 rescue missions a year, the majority of which are civilian humanitarian rescues. Resident at RAF Valley since 1956, this SAR unit has a complement of five crews (each of four aircrew) working a 24 hour on-duty shift. The tasking specifies that a Sea King HAR3 is airborne within 15 minutes of receiving an emergency call, with the majority of missions involving rescuing stranded civilians from the mountains of Snowdonia, Central Wales and the Irish Sea.

Co-located on the beach side of the airfield is the Search and Rescue Training Unit (SARTU). A detachment of the Defence Helicopter Flying School (DDFS), SARTU is a joint venture between the RAF and a consortium comprising FR Aviation, Bristows Aviation and SERCO, known as FB S Ltd. This unit operates three Griffin HT1’s with a standard crew of five (three staff with two students). With nine instructor pilots and fourteen rear crew instructors, SARTU provides the Royal Air Force with its entire SAR flight crew needs as well as training small numbers of foreign crews and Army Air Corps rear crew. With the proximity of the Welsh mountains, sheer cliffs and training ships in the Irish Sea, Valley is an ideal location for this Royal Air Force training unit. This unit is now benefiting from a brand new Virtual Reality (VR) trainer in which the vital ‘Communications Chat’ between the winch man and the pilot is practised. In addition, improved pre-selection and training course refinements resulted in just one pilot and no rear crew failing the course, compared with the previous average failure rate of 35%.

The Prince of Wales Trophy

Every year, RAF Valley organises a low-level navigational competition, known as The Prince of Wales Trophy for its Staff Instructors from both 19(R) and 208(R) Squadrons. The Prince of Wales Trophy was started in the 1980’s by 1TWU at RAF Brawdy, as it was then a navigational and bombing competition at their local Pembrey Range. Also in those days the 1 TWU Hawks were often joined by Tornado GR1s. After the closure of RAF Brawdy and with a break in the 1990’s, the competition was restarted. Today, the competition is only open to 4 FTS and its Hawks.

Flying solo in the two-seat Hawk T.1/1A advanced jet trainer, the pilot has to navigate his way to seven or eight targets or events. These are found somewhere in Low Flying Area 7 (LFA 7), which covers most of Wales. Some events are timed, the pilots being awarded 100 points if they pass through a time gate on the second. Manpower is used on the ground to monitor these factors. Pilots are penalised for every second out of time. To avoid any chance of a draw (which has occurred in the past), the points are divided down to tenths of a point. Using a logarithmic scale, one could be awarded just one tenth of a point if 50 seconds either early or late. Part of the 50-minute sortie is reconnaissance where a predetermined feature on the ground has to be identified and typically, this could be as small as a gate or a small barn. In previous years life rafts, Land Rovers and even inflatable tanks (as used to deceive the enemy), have been used.

Only one pass is allowed over any of the targets to be identified and pilots are obliged to comply with the rules for both Low-Flying and Competition. The aircraft are cleared down to a height of 250 feet above ground level (AGL), which is the stated height for attacking the designated targets. Guidance is not given for the route or the flight levels between the targets. However, the strict time constraints do influence both the routing and flight levels taken by the pilots. Each aircraft is flown clean as no weapons are used in this competition.

Rapid planning is an essential part of the exercise and the pilots are given a sealed envelope containing the ‘Air Task Message’ (ATM) with details of the designated tasks and target positions. They all receive this ATM only one and a half hours before their take-off slot, during which time they will decide on their best route. The only feature laid down on their map is a de-confliction line, which should not be crossed as this line separates the north-south track from the south-north aircraft as they fly around the LFA. Pilots will also pre-decide on their ‘Initial Point’ (IP), for their run-in on each target. In the interests of safety, this IP is a position some miles short of the particular target and the concept is to ensure that pilots approach their target from a known position and on a known track. Having passed over their particular IP, the pilots then fly along a designated track to their appointed target. Speed and distance need to be carefully monitored for all timed events as typically the Hawk is flown at 420 knots or seven nautical miles a minute, which makes timing calculations somewhat easier.

My Medical

I was welcomed into the medical centre by the practice nurse who gave me the usual exploratory medical checks, like ‘Blood Pressure’ - which confirmed that I have the blood pressure of a ‘Teenager’, and urine tests which also confirmed that I hadn’t had a pint of beer or a glass of wine for breakfast. Then followed intricate measurements, seemingly from here and there to everywhere, making sure I would/could fit into the cramped confines of a Hawk cockpit. The station Medical Officer seemed to have a very long read of my completed medical form and began an intense interrogation concentrating on my ears, where I had declared a ‘mini problem’. Following much ‘clamping of nose and blowing’ while she peered into my ears with her mini telescope I was thankfully declared ‘Fit to Fly Fast Jets’. Thinking this was the last hurdle, I was on my way to fulfil a dream of a lifetime.

My fitting out

I duly reported to the equipment storeroom where I was met by Alan, who expertly eyed me up and down like a professional ‘Bespoke Tailor’, only asking me for my shoe size before handing me a very large pair of size nine boots with two-foot long laces. I was then asked to strip and put on a large pair of stockings followed by a set of white ‘Long John’s’ that I recall my grand-father wore - to help hold the long stockings in place. This was followed by a light green/brown ‘Tee’ shirt and matching ‘Boiler’ suit. Now I could climb into my very large boots, which extended above my ankles, tighten the laces, wrap them around my ankles, three times and turn down the tops to cover the wrap-around laces. That was that then - ready to fly, but
“Oh-No No No”. The ‘Bone-dome’ helmet with twin visors was placed on my head and wiggled around to check for any form of looseness, which was corrected by inserting a variety of padding around the top, back and sides. Then, Alan got to work on the outside with a variety of mechanical tools to ensure a firm and immovable fit, giving me the impression that the helmet was a permanent extension of my head. Yet again, I was surprised to learn that there was more to come. An outer garment, which I learnt contained an inflatable lifejacket in case of ejection over water and oxygen supply connection. Last but certainly not least was the matching lower half of my outer garment, which zipped tightly around the lower half of my torso, which inflated around my thighs when ‘G’ forces were applied during high-speed turns around Snowdonia and the northern Welsh mountain valleys. I was then advised to remove my helmet and both outer garments for comfort until the time arrived for me to climb into the cockpit of our Hawk.

**Planning of our intended Circuit**

Lieutenant Ben Stubbs RN, my pilot, then escorted me to the Planning Room, which was a den of feverish activity, aircrew with maps, rulers and calculators very oblivious of anything outside their own particular task in hand. Welcome to the ‘Prince of Wales’ Trophy Competition 2010, operational planning nerve centre. Rapid planning is an essential part of this exercise, and we were given a sealed envelope containing the ATM with details of the designated tasks and target positions. This was presented to all pilots 1½ hours before their take-off time during which time they are expected to study the charts and choose their various routes. On our ATM, which was a single sheet of A4, was notated eight timed/navigational tasks in strict numerical order.

Task 1 told us our take-off (brakes release) was at 15:10:00Z and that we could manoeuvre with 5 nm of the airfield but must depart through a 2nm-wide safe lane centred on VYL 220R between 5 and 10 DME and to squawk on 7001. The following Tasks 2 to 8 were advisory, for example, to find and fly to a particular bridge on a grid reference number 24452 34398 at a registered time of 15:16:00Z. The major problem was that this involved six local maps of which only a part was required. We had to identify the area on each map and fold it neatly exposing only that area required and boldly number each map because of restricted room within the cockpit. Added to this were given ‘NO FLY ZONES’, as a consideration to the local people and livestock living on the land below. It would have been unfair and disturbing for a particular group of people and cattle to be subjected to noise by so many low flying Hawks. All pilots would then to be judged on accurate timing and lateral accuracy of overflight. There were fifty-five competitors and the results would be announced at the official dinner in the Officers’ Mess later that evening.

**The flight in the Hawk**

Now fully dressed in my flying suit with ‘G’ over-suit, flying helmet with clear & tinted visors oxygen mask, and size 9 ankle length boots, I was escorted to our Hawk by my pilot Ben Stubbs and his aide Geoff Williams. They both ‘shoe-horned’ me into the rear seat and helped me strap in with two over the shoulder and two waist straps into a Quick Release Box [QRB] on my tummy. Then began quite a lengthy lecture on rather important features like the two ‘Safety Pins’, one to arm the canopy and the second one to arm the canopy and the second one to arm my Martin-Baker ejection seat. These pins were of differing gauges and the easy one was the canopy ‘Jack’, which I could see but the seat ejection ‘Jack’ to hold the pin was out of sight below me. In the middle of my tummy was my QRB harness release mechanism and immediately below that were my ‘Crown Jewels’ and immediately below them was a large yellow and black handle which I was told to pull hard to eject. Immediately below that was situated the ‘Safety Pin’ which when removed armed the ejection seat and with mandatory gloves this was difficult to locate. I had already been warned, “dropping the ejection seat safety pin on the floor was punishable by death or worse”. Ben was very kind as he informed me that if a problem occurred he would call “EJECT, EJECT, EJECT” and I was to pull that big yellow handle below my ‘Crown Jewels’ - if for some reason I didn’t hear his order and I saw him go, just follow him out. He then explained the procedure should we have to eject over water - I had a life jacket stowed somewhere in my over-suit and that would automatically inflate and save me from drowning. I was a little concerned about my size 9 ankle length boots, and whether or not the life jacket would support both of us or whether I would be inspecting the bottom of the Irish Sea...

“Are you sitting comfortably” was the comforting voice in my earphones and when I replied, “Yes thanks” we began our taxi to the holding point of runway 31, our active runway. With no aircraft on finals we lined up on the centre line and on “Cleared for Take-off” from the Tower Ben gave us full-throttle and with a sudden surge from the Rolls Royce Adour jet engine that forced my body further into the seat we roared down the runway centre...
Mission accomplished, well, at least we didn’t come last!

The Hawk is a truly British aircraft, made at Brough (Hull) and delivered to Warton for a check flight before its official delivery to the RAF. My first nostalgic aerial sighting of Caernarfon Castle brought back happy memories of when I was filming the investiture of the Prince of Wales (Prince Charles) in 1968. The initial transit outbound from RAF Valley to the low-level entry point on the Lleyn Peninsula was flown at 1500 feet amsl.

The low-level phase of the exercise through the mountains of north-west Wales was to be flown at a minimum of 250 ft AGL. The attack and recce profiles were planned to be flown at 420 knots (or seven nautical miles a minute), but to ensure accurate split second timing the speeds would vary between 360 and 450 knots.

The exercise demanded 8 tasks navigating and identifying bridges, dams and a white caravan from grid references on 6 different 1:50,000 charts.

For example Task 2: stated “You are to overfly the bridge at 244520 343989 (map sheet 123) at 250 ft AGL at … 15:16:00Z (time).

Task 4: You are to search for evidence of survivors within 2.5nm of 51D 58.50N 004D 38.50W (map sheet 146)… 15:27:00Z (time).

Task 8: (The final Task) You are to Squawk 3730 prior to entering the safe lane and overfly the Runway Caravan on Runway 22 at Mona and be at 500 ft QFE with your landing gear down at 15:56:00Z.

During this operation, our Hawk was speeding along at an average of 420 knots over the ground and an average altitude of under 1,000 feet and on many occasions my body was experiencing nearly +4G. The planned timing for this operation was 46 minutes and due to my expert navigational skills and acute observation, we came 50th out of 55 contestants.

The Official dinner
The venue for the celebratory dinner was the Officers Mess at RAF Valley and a grand total of 123 officers and their guests enjoyed a four-course meal consisting of Smoked Salmon Escalopes, Mandarin Sorbet, Pan Fried Duck Breast and Gold Digger’s Chocolate Crunch ending with Coffee & Petit Fours. The food was beautifully complemented with a Mountain Shiraz and a Sauvignon Blanc and a Fonseca Bin 27 Reserve ruby Port.

While we dined, we were entertained by The Mary Parry Musical Players with nostalgia (circa 1940) songs reminiscent of T’Battle of Britain’ whose memory we were celebrating and remembering. Mary encouraged us all to sing songs such as the ‘White Cliffs of Dover’ and ‘We’ll meet again, don’t know where, don’t know when’ made famous by Vera Lynn and ‘Sally, Sally Pride of our Alley’ and ‘When I grow too old to dream’ by Gracie Fields. Quite naturally, we had to have ‘Rule Britannia’ and ‘Land of Hope and Glory’, both of which were sung with British gusto. Interspersed with the songs, young Royal Air Force officers stood up and with reverence and compassion read Air Force poems, which were relevant to those equally young pilots who fought so valiantly in the Battle of Britain whom we were both honouring and remembering.

Speeches were made from the top Table, which reminded us of the self-sacrifice made by ‘Those Few who defended our shores in Spitfires and Hurricanes’.

Our own Master Dr. Michael Fopp gave a stirring speech on behalf of the Guild of Air Pilots and Air Navigators.

I retired to my local hotel and turned into a welcome bed at 0130hrs because of an early start the following morning - all private aircraft had to be away by 0900hrs before the airfield was closed to all except military traffic. I did hear that celebrations were still active in the Officers Mess at breakfast time.

Return flight in our Rockwell 114 from RAF Valley to Blackbushe:

The weather was foul with very low cloud, almost to deck level as we took off at 0934 on runway 19 into a 40mph wind. With our Captain, Professor Dr. Michael Bagshaw at the controls we were on instruments within 500ft of our wheels retracting. Flying on a track of 140°M in cloud for most of our journey via Montgomery and Shawbury during which we had climbed to 5,500ft above 8/8th cloud. We sighted land below us just to the south of Oxford in reasonably clear weather and landed at Blackbushe at 1055hrs, a journey time of 1hr-21mins.

This was a truly momentous visit, which will remain etched in my memory until the day I meet my maker. A great tribute and vote of thanks must surely go to our very own Michael JA Glover for organising this Guild visit. Our thanks must also to Group Captain Bruce Hedley, Station Commander RAF Valley for hosting such a memorable 70th Anniversary celebration of the Battle of Britain and also to his highly professional staff for looking after us so very well.

Mission accomplished, well, at least we didn’t come last!

The Dining In Night in the Officers’ Mess
"Our task is to produce an airline pilot rather than a single-engine, single-crew pilot and we teach the trainees to be First Officers in a multi-crew aeroplane”

This statement by Allan Dunne, Simulator Manager at Flight Training Europe (FTE) was very much the theme of the briefing for the GAPAN visit to the flying school on 2 September.

The GAPAN delegation was led by the Master, Dr Fopp accompanied by his wife, Rosemary who is also a qualified pilot. The party consisted of nine other members and their partners who had taken up the invitation to visit the school. Arriving in Jerez on 1 September, the visit started with a dinner hosted by the Master and Mrs Fopp to which Peter Sadler (FTE Managing Director) and his team of senior instructors were also invited. It was also a pleasure to have present Mr Jeremy McKinney, the present Somers Scholar who has only recently started his ATPL course at FTE.

The last time GAPAN was invited to FTE was over three years ago and a great deal has happened in the world economy since then. The downturn of 2009 created great uncertainty and unprecedented apprehension as to when a recovery might take place; even today there are doubts that the Western economies will pick up in the short term. As we all know, the fortunes of airlines are inextricably linked to these cycles and the uncertainties affect them in particular; not only do they have to cut their costs but they must also plan for the possible expansion for a time they cannot foresee. Add to this a potential shortage of pilots and the mix can become rather complicated. And, of course, the flying schools live both at the beginning of this food chain and at the end.

FTE was formed in 2003 when, in a management buyout, BAE Flying College was handed over to two managers (Peter Sadler and Robert Anderson) from BAe’s Flight Training Organisation in Adelaide. BAe had already made a considerable investment in the Flying School at Jerez, and while this was an advantage to the new owners, there was still the problem of attracting students during the cyclical downturn taking place at the time. Much needed to be done before the future of the School could be considered viable; costs were reduced and a proper marketing strategy was put in place, and for a time students had to be accepted in whom a considerable investment in time and effort was required for them to achieve the necessary standard.

Nevertheless, as the world economy improved so did the prospects of employment which led to a greater number of applications and the standards in accepting students could be raised. This in turn led to an improvement in the product and the reputation of FTE.

By 2007 the school was operating at maximum capacity (120 students) and such was the reputation of the school by this time, graduates were generally being quickly recruited by the airlines. Unfortunately, instructors were also leaving for the airlines and some difficulty has been experienced in recruiting and retaining instructors of the right calibre.

Fortunately airlines in the Middle East have been able to expand and at the time of the GAPAN visit there are students undergoing the ATPL course from Qatar Airways, Emirates and Middle East Airlines, training side by side with tagged students from Flybe (on the MPL course) as well as some self funded individuals.

FTE is at the forefront of the MPL training program in the UK; the school has already trained the first course which left Jerez in June 2010 for employment at Flybe and which should be ready for Line Training this autumn. The presentation on MPL training was made by Captain Allan Dunne, FTE Simulator Manager, who was deputising for Captain Derek Earp, Head of Training, both of whom have been instrumental in developing the MPL syllabus in concert with both Flybe and the UK CAA.

Much has been said about the MPL, both informed and otherwise, and Captain Dunne went to great lengths in outlining the positive aspects of the licence and did much to expel the myths.
The intention is that it is a:
1) Direct path to copilot duties in a multicrew aircraft.
2) It is a complementary licence and not a replacement.
3) It allows for reduced actual flying and more simulator time.
4) It will be a more effective and efficient method of training.
5) It will be specific to individual airlines.

Because a particular course must be run in conjunction with a specific airline, FTE has developed the MPL course in partnership with Flybe. Now that the first students will have joined that airline they will commence the Advance phase of their training which they will undergo on the airline’s Type Specific course for the Dash 8. This will include a minimum of 12 takeoff and landings at Base as well as All Weather Operations Procedures training.

The new copilots will not have a licence such as a CPL, but once they have achieved a minimum of 1,500 hours they will be given an ATPL by virtue of the courses they have done at FTE and the sponsoring airline (in this case Flybe)

One of the frequently asked questions is: “Is the MPL course cheaper than the ATPL course?” The answer to this is “No” because of the requirement for Base Training in the aircraft itself. Nor is the MPL course significantly shorter, being some 60 weeks as opposed to 66 weeks.

Of course there will be many questions still to be asked, but we were grateful to Captain Dunne and his instructors for the comprehensive brief they gave.

The rest of the day was spent in exploring the facilities of the school, in particular the flight simulators which (new to us) have no motion, instead having seats which move and simulate the motion of the aircraft; those who flew these simulators all commented on the realism produced. We were impressed by what we saw there and elsewhere in the school.

The next evening, 3 September, the Master and Mrs Fopp were guests of honour at the Graduation Ceremony and Dinner held for Course 87 (ATPL) and at which the Master was invited to make an address to the graduates and present wings and trophies. In his Address the Master congratulated not only the graduating course, but all those who had passed the rigorous selection process to train at FTE. In speaking directly to the graduates he pointed out that they were “captains in waiting” and should think and behave as such. They should try to emulate the pilots with whom they flew and admired, and learn from those of whom they had a lesser opinion. The message he wanted to leave them with, apart from wishing them the best of luck with their careers, was that they should never be afraid to question the task they were being asked to perform or the actions that were about to take place, in his words “if you are not happy tell the Captain you are uncomfortable and ask for a minute’s pause for consideration”.

So ended a most informative visit to Flight Training Europe; we wish them well for the future and look forward to a long and continuing liaison.

David Thomas, Rosemary Fopp, Guy Faulkner and Lt Tom Cackett RN inspect one of FTE’s aircraft.

TECHNICAL AND AIR SAFETY ISSUES
PAST MASTER CAPTAIN CHRIS HODGKINSON, TECHNICAL DIRECTOR

SAFETYCOM AIC Yellow 014/2010 advised on the “Common VHF frequency” of 135.475 for use at aerodromes having no notified ground radio frequency. It is to be used to assist pilots to avoid potential collisions between arriving and departing aircraft. Pilots may use the frequency to broadcast their intentions for safety purposes and there should be no response except when the pilot of another aircraft transmits his intentions... Procedures for its use are in the UK AIP, Section GEN 3.4, para 3.2.4.

RED ARROWS TEMPORARY RESTRICTED AIRSPACE

While the number of infringements of The Reds Restricted Airspace is down this year there have been three which could easily have been avoided. Put the AIS Freephone number 0500 354 802 in your mobile and call it every time you are about to fly and avoid the possibility of a fine of several thousand pounds.

NPPL Following an agreement with the French ‘CAA’ DGAC, the holder of a UK NPPL with SSEA (Simple Single Engine Aeroplane) ratings, a Class 2 medical and a certificate confirming a minimum level of experience (free from NPLG Ltd), can now fly in French airspace. It should be noted that all other restrictions remain in place. DGAC have released an AIC (France A 2010_13) which details the procedures that must be followed.

APPOINTMENTS/CONGRATULATIONS

Liveryman David Cockburn has been appointed Treasurer to the Royal Institute of Navigation and has won the Air League’s Scott Farnie medal for his work presenting the CAA GA Safety evenings. Vern Raburn, founder of Eclipse Aviation, has been appointed Adviser to Icon Aircraft along with the ex Boeing CEO Phil Condit www.iconaircraft.com, which has designed a rather interesting sports folding wing amphibian.

RNAV - TRAINING MANUAL

This excellent detailed (200pp) publication written by Vasa Babic, an owner and member of PPL 1/R, covers the RNAV theoretical knowledge and ground training for an instrument rated pilot operating a single pilot GA aircraft under IFR in Europe. It is the public domain and may be downloaded free from www.pplir.org. Alternatively for UK deliveries, the cost of the book is £26.99 (inc P&P).

NON EU REGISTERED AIRCRAFT

From 2012, when EASA FCL is due to be implemented, EU residents flying foreign-registered aircraft will be required to comply with EASA regulations. This will mean that a pilot currently flying an N-reg aircraft in Europe on an EASA licence will also have to have an EASA licence. Those pilots currently operating Foreign Registered Aircraft in the airways on the basis of non-European ICAO instrument ratings will also have to convert their IRs. The issue is being fought by AOPA, both in the UK and the USA.