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### GUILD VISITS PROGRAMME

- **9 April**: Retrotec Ltd, Wheel Farm Business Park
- **4 May**: RAF Odiham
- **11 May**: RNLI Waterloo Bridge

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: The front and rear covers show a formation of 6 HS125 Dominie navigation trainers of 55(R) Squadron marking the end of their 46 years in service with the RAF and the end of navigator/WSO training. On 18th February the formation overflew those airfields associated with the aircraft and navigator training in a farewell salute. Photos courtesy Geoff Lee, Planefocus.
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AFFILIATED UNITS. Two of the Guild’s Affiliated Units have been stood down as a consequence of the recent Strategic Defence and Security Review, 800 Naval Air Squadron (formerly Naval Strike Wing) and No IV (Reserve) Squadron RAF. Both were equipped with the Harrier. The future of No 55 (Reserve) Squadron RAF may be in doubt with the end of RAF navigator/WSO training (see next item). The current list of Affiliated Units is as follows:

- Army Air Corps
- 847 Naval Air Squadron
- HMS Illustrious
- No 55 (Reserve) Squadron RAF
- RAF Aerobatic Team, the Red Arrows
- No 4624 (County of Oxford) Movements Squadron RAuxAF
- University of London Air Squadron/HQ
- London Wing Air Training Corps
- RAF Central Flying School
- RAF Battle of Britain Memorial Flight
- No 101 Squadron RAF
- Affiliated Units in the Regions are currently:
  - New Zealand - Flying Training Wing
  - RNZAF, No 485 Wing RNZAF.
  - North America - Snowbirds Aerobatic Team, No 431 Squadron CAF, No 19 Wing CAF.
- The Abbotsford International Airshow has
- No 431 Squadron CAF
- North America - Snowbirds Aerobatic Team,
- RNZAF, No 485 Wing RNZAF.

RAF NAVIGATOR/WSO TRAINING. The last 3 navigators/WSOs to be trained in the RAF graduated from RAF Cranwell on 18th February 2011. The graduation ceremony took place in College Hall. As to the formal marking of the demise of the HS125 Domine and the end of navigator training, this is likely to be marked by a Dining-In Night later in the year once final decisions are taken on the future of the 55 (R) Squadron name plate. There may be places for “old boys” at the Dining-In when the great and the good of the navigator world will be in attendance.

As to the immediate future, the role of the pure navigator/WSO is now set to be limited to a handful of aircraft types as the Tornado F3 retired in March 2011 and the Tornado GR4 force reduces and is retired later in the decade. Navigator/WSOs are still required for the E3-D and are also essential to Reaper operations. The rotary wing force still has a significant navigator/WSO contingent across its 3 aircraft types but the current VC10 and C130K requirement will soon disappear to be replaced by 2-pilot operations in the A400M and the Future Strategic Tanker Aircraft.

As for Aerosystems training, the requirement for technically competent graduates endures in support of all air programmes and supporting infrastructure, so it is logical to assume that an increasing number of pilots will do the course. It has been many years since the Aerosystems course was limited to navigators and by way of example it is worth noting that less than 50% of the students who commenced the current course are navigator/WSOs.

GUILD GOLF SOCIETY. Assistant Chris Spurrier writes: I’m sure that there are many in the Guild who are unaware of the Guild Golf Society. At least, I guess you don’t know about it - otherwise we’d have a lot more members. The AGM was held at the East Berkshire GC on 21st January, preceded by a superb lunch. Geoff Turner, Captain for the last two years and architect of some memorable victories handed, over the reins to Chris Spurrier. Chris said that his aim would be to ensure that everyone enjoyed their golfing days, whilst hoping for the odd win. The Society plays at some lovely courses through the summer, sometimes as Society days, sometimes in matches against other Livery Companies and often to support a charity. Many of us have been members for “several” years, which means that the age profile is becoming somewhat top heavy while the waistlines are expanding in sympathy. New members would be very welcome. You don’t have to be an excellent golfer - any active handicap will do. Our matches are always fun, always followed by an excellent meal and always organised with great flair and precision by our Secretary, Liveryman John Mason. John is also an excellent accountant because he seems to conjure sufficient funds to ensure a more than adequate supply of wine at lunch from a remarkably low subscription (£10). For most of the Society days members may bring guests. There is a list of matches following this article. If you enjoy a good golfing day with excellent friends and a convivial meal, why not join? Email John johnmason37@onetel.com or Chris chris@spurrier.org.uk and we’ll send you more details. 26th April - Badgemore Park, Henley; 19th May - Walton Heath; 24th May - Mill Ride, Ascot; 22nd June - Hartley Wintney, for Captain’s Day; 6th July - Mid-Sussex; 21st July - East Berks; 28th July - Hartley Wintney; 3rd August - Cowdray Park; 2nd September - Clandon Regis; September, date tba, I hope there will be a match with the Red Arrows; 13th October - Pyrford and 29th November - West Hill. There may also be an opportunity to play in the Loriner’s Company 750th anniversary at Sunridge Park on 2nd September.

GUILD LUNCHEON CLUB AND COMBINED COURTS LUNCH. In an effort to banish the misery of a dull February 102 Guild Members and their guests sat down to an excellent lunch in the RAF Club on 16th February. After the meal the diners were entertained by a fascinating talk on her flying career given by Flight Lieutenant Kirsty Moore, an ex-Tornado pilot who is currently the only female member of the RAF Aerobatic Team, the Red Arrows, and who is about to start her second season on the Team. A few days later on 23rd February nine members of the Court, led by Past Master Colin Cooke-Priest and the Learned Clerk, joined members of the Poulter’s Company for the Combined Courts Lunch, held in the splendid Guildhall private dining room. This was the first time the event took place for 2 years, previous occasions being cancelled due to bad weather.

Members of the Guild Golf Society enjoy a post-match dinner.
INTER LIVERY SKI CHAMPIONSHIPS 2011

Liveryman Wally Brunn reports: You would have thought that at the age of 79, I would have enough sense not to get involved in sliding down snow covered mountains on a pair of planks. Past Master David Mauleverer, Captain of the team representing the Guild at the Inter Livery Ski Competition can be charmingly persuasive! I agreed to get in amongst the 80 competitors of 15 Livery Companies participating. I am rather pleased I did. David, John Davy and I managed to arrive in Geneva at about the same time and were then driven by John to his superb chalet at Les Carroz, which is close to Flaine. A day later we were joined by Caroline Gough-Cooper thus putting the whole team under one roof; and what a roof it was! John’s generous hospitality was beyond description. Out early to get our croissants for breakfast, he fed and watered us as well as drove to wherever we wanted or needed to be. Being thus continuously together, on and off the piste in preparation for the races, we benefited from the indefatigable enthusiasm with which David enlightened us on matters of the Guild, the intricacies, protocol of what goes on in the City and the foibles of some of its personalities. In deference to my age, the team were exceptionally kind. David insisted on carting my somewhat heavy suitcase... (not every day you get a Past Sheriff and Alderman to do that for you) and while skiing they ensured that there was always a ‘Tail end Charlie’ in case I decided on a non-scheduled landing. On one occasion John practically held my hand while making our way through truly IFR conditions. The event itself was held in Morzine. John kindly drove us all the relatively short distance there and back over the two days. When it finally came to racing in subsonic and semi-controlled descend between the flags, I think we gave a very reasonable account of ourselves. Caroline did us proud by being the first lady in both Slalom and Giant Slalom. John made his mark somewhere in the middle and David not far, but stylishly behind. I was not quite last! The Prize-Giving dinner was enjoyed in great bon-homie. Caroline collected two cups, which was marvellous for the Guild, various Livery Companies took wine with one another, the Stationers claimed not have been stationary on the slopes and I, with new found youth chanted up a charming Sarah, who turned out to be the organiser’s lady. I was lucky that George Bastin, an Ironmonger did not put me in chains! Happily we all survived intact and all enjoyed a truly excellent few days on the slopes.

There are many Guild skiers who would thoroughly enjoy what will be third Inter Livery Competition planned for the 20th and 21st January 2012. Full details are available at http://www.liverryskiing.com

Give it some thought; it’s great fun!

HONORARY DEGREE FOR MASTER.

Congratulations to the Immediate Past Master, Dr Michael Fopp, who was awarded an Honorary Degree at the City University London Graduation Ceremony held on 11th January. He was, of course, Master at the time of the Ceremony.

SWORD PRESENTATION AT CUTLERS’ HALL.

After the meeting of the Court on 10 March the Master, Dr Michael Fopp, presented the Master of the Cutlers Company, Mr John Prynne, with a ceremonial RAF sword as a token of the Guild’s appreciation for the use of Cutlers’ Hall for many of its events. The sword was generously donated by Past Master Robert Pooley.

SOCIAL NETWORKING by Assistant Colin Cox.

Depend on which dictionary one may care to refer to, a ‘Luddite’ usually refers to any opponent of technological progress. A couple of centuries ago that would have meant industrialisation or any form of new technology. Nowadays the term is used not so much in a derogatory sense but more in a derisory manner, making fun of those who struggle to keep up with the pace of advancement in computerisation. Not that there is anything wrong with being a ‘dinosaur’ and these social networking sites are certainly not for everybody. Depending on how they are used they can take up an awful lot of one’s time with very little by the way of tangible results as to how one has spent that time.

Most people will by now have heard of ‘Facebook’ as a social networking vehicle but there is another site, used primarily for professional networking, called ‘Linkedin’. Many of our members are already aware of Linkedin and use it to good effect in order to maintain professional relationships and establish business connections.

The principle is very much the same as any other networking site in that you have to set up an account with username and password and provide a certain amount of information about yourself. Again, dependant on what you feel that you might use the site for, the amount of information you are comfortable providing dictates the level of response one might expect to receive. For instance you could be looking for a particular position in the job market and be looking to put a box in your browser, sign in and look for ‘Guild of Air Pilots and Air Navigators’ under Groups in the Navigation Toolbar. Don’t be a ‘Luddite’! Be part of this now ‘not-so-new’ millennium.
As the preparation of this Guild News, like most magazines these days, is always well in advance of the issue date, the writing of this message is taking place well before my installation so forgive me for presuming that between my word processing and you reading this, on the 16th March 2011 all went according to plan, and you are now reading this article from me as your new Master. Like most Masters before me and I am sure for those who are going to follow, I feel it to be an enormous privilege and great honour to have reached this position in the Guild of Air Pilots and Air Navigators.

I have often said that I am merely a journeyman pilot and offer my service to the Guild as just that. The journeyman is a man who has served his apprenticeship in his trade and worked as a fully qualified employee. In fact the term journeyman originated in the regulations of the medieval trade guilds. It was derived from the French word “journee” because journeymen were paid daily. Each Guild normally recognised three grades of worker - apprentices, journeyman and master. As a qualified tradesman, a journeyman could become a master with his own business but in medieval times, most remained employees.

I started out in aviation as an apprentice and I have worked as a fully qualified pilot in a variety of flying jobs. Since finishing full-time employment I now offer my skills to those clients willing to pay me to fly, so I really do feel that I qualify as a journeyman pilot in the truest sense of the Guild definition. As a journeyman pilot I intend to do my level best to stay in touch with all aspects of professional aviation as well as recreational flying, and hopefully be a useful member of the Guild and contribute productively to its on-going development. In that respect it is my intention where time allows in this busy year of Master’s duties to fly as a journeyman, and give airborne instruction in my local flying club, as well as enjoying flight in historic aircraft when I have the opportunity to do so. I am proud therefore to be a Journeyman who has become your Master.

To stay in touch is quite tricky and there is a saying in aviation that if you ever think things are standing still, then you have probably been left behind. We all know the pace of change in aviation has been rapid as new aircraft, new developments, new equipment and new ways of doing things are introduced. For some people in aviation the pace of change sometimes seems too fast, and it will seemingly take them out of their comfort zone into areas of flight where they no longer feel in control. I read an inscription beneath a statue at the USAF Academy in Colorado Springs some years ago that said “Man’s flight through life is sustained by the power of his knowledge”. I think that statue is still there and some of you may very well have seen it yourself. The words seem timeless to me since in aviation we are all required to continuously up-date and increase our knowledge if we are to maintain any degree of currency such that we are never uncomfortable in flight.

Our main working Committees dealing with the technical aspects of aviation, the safety of flight, the education and training of pilots and the pressures of environmental campaigns and legislation on aviation, are continuously striving to sustain the Guild’s knowledge and expertise and provide the membership with the power that will ensure we are not left behind, but in control. Within the UK, and within Europe with increasing importance, there are changes taking place that are highly challenging, and will continue to challenge our Committees if we are to just keep up, let alone get ahead. Our Committees need the support of the membership, and need the contribution of you, the Guild members and pilots out there in this Guild can provide. I urge all of our members to get involved either by putting something in writing, or by volunteering to take part in the committee activity of the Guild. Your professional input is always going to be needed if we are to keep up with the challenges facing all pilots today and tomorrow.

One of the areas that bothers me is that we seem to be facing today more or less the same concerns our predecessors faced when they formed this Guild in 1929. The pilots and navigators of the skies during the third decade of the last century were greatly concerned about a perceived lack of status and low recognition of the importance of their profession in the rapidly developing aviation industry. They were concerned that their profession was being undervalued and they were in danger of being exploited unless they banded together as a professional body to maintain their status. They were not so concerned as to how the general public viewed the profession of piloting but were more concerned with management, government and the evolving regulatory authority.

These days, leisure travellers and business passengers flying on airline aircraft, as the “fare paying public” do respect pilots and value their worth highly, especially if something goes wrong in the air. Passengers on the Quantas A380 incident last year and those who landed with Chesley Sullenberger in the Hudson River are full of their praise for the professionalism and skill of those pilots, so the fare-paying public know the true worth of pilots.

Whilst the general public who fly might appreciate that skilful and well trained pilots are essential to the safe conduct of their flight, and most passengers understand very much what pilots do, I have the distinct impression that in other areas pilots are not treated with the respect that we deserve. Amongst government officials, aviation management and to a lesser extent with regulators, pilots are increasingly being treated as an overrated resource, and if money can be saved on pilot costs then as long as regulations are not compromised, then money will be saved. This often results in firstly the pilot paying for his type training if he wants the flying job, and secondly pilots quite often being engaged at lower than market-rates of pay. Some airlines only take on pilots if they have the relevant type rating which often has to be obtained at the pilot’s own expense.

From the early training of pilots, which is fast becoming the domain of the rich and privileged youth who have parental sponsorship, through to initial type ratings and recurrent training, the pilot fraternity are being treated as a resource that can be negotiated financially in the open market, and if companies can save money by getting the pilot to pay for his own training then they will. The Guild has been doing what it can to address these problems, for example campaigning for the removal of VAT on flight training here in the UK to reduce the cost to the student pilot. We also provide scholarships but even within the Guild this may be a dwindling resource and we are actively seeking further funds to sustain the scholarship scheme. We are also urging private category complex
The New Master - a profile

UPPER FREEMAN IAIN TULLOCH

T

he mediaeval craftsmen of livery companies in the City of London made sure that any prospective Master of their Guild spent many years gaining the respect of his peers before eventually taking over the helm. The Guild of Air Pilots and Air Navigators has been careful to follow the ancient traditions whereby the procession to the top is a stately one, and the aspiring Livewayman must spend several years in each of the stations of Assistant and Warden before being elected Master.

As a result, Past Masters have come from widely varied backgrounds, and all of them have made distinguished contributions to the Guild. Most of them have attained either high military rank, senior positions in the aerospace industry, prestigious academic degrees, or a combination of all these. Captain Wally Epton made his own way to the top, having boldly stepped off the military career ladder without the support of a university education. How he got so far makes an interesting and uplifting story.

In 1978 Wally came to a turning point in his career familiar to many ex-servicemen. He had thoroughly enjoyed his RAF service, but his prospects of either continuing to pursue his passion for flying or even achieving high rank looked unpromising. “I was just not cut out to be an Air Marshal” as he put it. It was time to move on, but not to move out of aviation. At that time offers of employment for ex service pilots were plentiful. Airlines were delighted to benefit from the stream of well-trained operators qualified at government expense. But what Wally had most enjoyed in the service was the opportunity of commanding a squadron, taking responsibility, and managing his men.

He was shrewd enough to realise that his relatively modest academic record made it unlikely that similar opportunities would be offered him in a large commercial organisation. Rather than be trapped in a golden cage, he decided to embark on a much less secure, but for him far more interesting venture. “There were a number of offers on the table and I ended up choosing the riskiest of them all! I learnt an awful lot in those first two years.”

Armed with his RAF experience of flying the HS 125, Wally took his first steps in the new world of business aviation operating a 125-700 for a Swiss company, Eutectic Castolin based in Lausanne but frequently operating out of Heathrow. Over 30 years later the modern variants of that Hawker design remain a favourite of the corporate operator, and Wally continues to fly them. It should come as no surprise that Hawker Beechcraft should have sought his input at the design stage of their very latest product, the Hawker 4000.

Wally’s feet barely touched the ground in the two years of that first civilian experience. When they did he would find himself arranging diplomatic clearances, flight planning all over the world, scheduling maintenance and training inputs, and snatching the odd sandwich in between. The experience of running the Dominion Squadron in the RAF must have stood him in good stead.

“It was a fantastic learning experience, but Jan and I had not been long married and I felt that it was a little unfair to continue that life too much longer, and I was not displeased when that first job came to an end.” It was a wise and considerate thought, and entirely his own. The Guild will certainly come to appreciate the contribution that the Master’s lady will be able to make after a lifetime of coping with Wally’s unpredictable world of corporate aviation.

Jan knew aviation well having been an air traffic controller as an officer in the RAF and also flew with Wally to many air shows in some interesting aircraft during their early-married life. She still flies with him now in one of the sleek business jets when the opportunity arises.

Having cut his civilian teeth in Switzerland operating at a frenetic pace far from home and family, the offer of a job with Shell Aviation seemed to offer a more structured lifestyle. Wally’s last RAF posting at the Inspectorate of Flight Safety, together with his recent corporate experience made him an ideal candidate to support a new Hawker operation based in Melbourne Australia. Shell Aviation is known for its hands-on approach to Flight Safety, whether for fixed or rotary wing operations. They chose the right man for the job for he had trained both British and American pilots on the HS125 type, and we are not like that, and we are a modern organisation continuously updating our knowledge and moving forward in aviation to maintain the professional standards we so proudly represent. One of the features of this Livery Company is that by upholding the traditions of those Guilds established in medieval times, we might appear to outsiders to be standing still but in fact we are continuously moving forward, and the chances of us being left standing are pretty remote.

The Guild will not stand still, nor will it be left behind, but the Guild will continuously move forward in the best interests of all pilots and air navigators, professional, recreational and retired. As your new Journeymaster I hope that I can do my bit to ensure we are all moving forward in the right direction to not only protect, but also promote the best interests of you all.
Shell valued his contribution to establishing high safety standards and maintaining them Down Under. Typically however, Wally was not content to stop there. “It was in the Sydney Cruising Yacht Club that a small group of pilots decided that business aviation was being shafted by powerful vested interests in Australia. We decided that the only way to put our case was to form the Australian Business Aircraft Association. Somehow I ended up being the person leading it.”

Whenever there is a job to be done Wally is one of the first to roll up his sleeves. Perhaps it has something to do with his early years in Kent where as a teenager he delivered newspapers, butchers meat, or milk bottles just to keep body and soul together. It probably has a lot to do with the 7/6d painstakingly saved from those labours to pay for a first flight in a Dragon Rapide. Maybe the Staff College course at RAF Bracknell had given him the administrative tools to do the job. Whatever the motive it was not financial reward. This is a man prepared to put in even more than he has taken out of aviation. Later he would invite the Australian Region of the Guild to take a stand at the ABAA annual conference and exhibition. They agreed on condition that he became a member. This began a long association with the Guild that has finally led to his election as Master for this coming year.

After four successful years in Shell Australia Wally had his first experience of being “head-hunted”. In 1985 Coles-Myer Ltd, the largest retailer in Australia were looking for a chief pilot for their newly purchased Hawker. “It was a strange partnership, of supermarkets run by Scots Presbyterians, and a chain of department stores run by Jewish émigrés” he recalls. Here was something very different from Shell, but very much his own show where he was the manager, chief pilot and TRI/TRE. However it also turned out to be a battleground of competing interests in the strange marriage of the Coles and Myer retail operations. Wally’s patrons eventually lost out after four years, and as is so often the case the corporate jet was the first casualty, smartly followed by the chief pilot.

Wally retains a great affection for Australia, but without secure opportunities out there it was time to return to the UK after 10 years and take up the Chief Pilot position with Ready Mix Concrete in 1991, again flying a Hawker this time based at Farnborough.

There was more stability, more time for the family, and more time for wider interests. He and Jan still found time to build their own house in 1999 and working for RMC helped enormously! Wally remained with RMC for 13 years until the company was sold to Cemex in 2004. Since then he has continued to be in demand as an experienced business aviation consultant and corporate jet captain. Interesting though this business aviation career might be, some might say that business aviation is a niche activity with little relevance to the mainstream. It only requires a modicum of research to dismiss any suggestion that Wally Epton is some sort of one-sided aviator. A founder member and a Chairman of the Historic Aircraft Association for 6 years, Wally has flown and displayed Spitfires, Hurricanes, Rapides, Me109 Taifuns and many other classic types. It all began with the Battle of Britain Memorial Flight which Wally joined in 1972 when he was posted to Colshill. “I was OC GD flight at the time and I’m not sure how or why I was chosen to join BBMF” he says with typical modesty. It needs something special to be let loose in such iconic aircraft. He is currently heading up the HAA’s Engineering Group trying to resolve historic aircraft maintenance issues with the CAA.

Turning to committee work we find yet another array of varied types. He is a member of AOPA and BBGA, representing them on various committees, and has served on GASCo and CHIRP. His election as a fellow of the Royal Aeronautical Society was suitable recognition of so much important work.

As a negotiator and facilitator Wally has often had to argue from a position of relative weakness. Much of his professional life has been spent without either the benefit of high rank or the support of a large backroom staff. Yet a combination of eloquence, charm, persistence, a secure grasp of detail, and above all a burning passion for aviation has seen him achieve results where others might have given up the struggle. Eloquent rather than erudite, practical and never pedantic, he has proved an effective advocate at many levels. It is a quality which will be of great value to the Guild in the near future.

To have risen from the ranks of apprentice electrician to journeyman pilot (as he still modestly describes himself) and then to a master of his craft (as all his peers recognise), is a progression past generations of livermen would all appreciate. But for GAPAN it is the concern for Flight Safety, a cornerstone of his professional career, that really stands out.

This dedication has its roots close to home. He recalls his passing out parade at Halton: “My mother came and I could see that she was as proud as Punch”, but the darker side of aviation had cast its shadow across the family of this remarkable single-parent mother - a real “battler” according to her son. His elder brother John, the pathfinder for his RAF career, had been killed in a Beverley accident at Abingdon. When Wally was selected to progress to the RAF College at Cranwell for pilot training he knew how hard it would be for his mother to accept him flying. “John’s death had hit her hard, his photo was by her bedside for the rest of her life. But she just told me I should do what I thought was right.” He has never forgotten that advice.
Profile of The New Warden

SQUADRON LEADER CHRIS FORD RAF

Chris joined the Royal Air Force on 28 September 1970 as a Flight Cadet on 101 Entry (the last of the Flight Cadets) at RAF College Cranwell, where he spent 18 months on Ground Studies before even setting foot in the cockpit for the first time. He still has fond memories of being sent solo by Assistant John Robinson on 23 June 1972. On graduation Chris set off for RAF Valley where he remembers well having gone solo supersonic in a Gnat before gaining his driving licence! Sadly Assistant Robinson’s influence as a leading formation pilot did not transfer to Chris, who left Valley and took up multi-engine flying training at RAF Oakington on Varsity aircraft.

Lucky enough to meet the right postings officer in the bar one evening and having completed his course at Oakington, he was seconded to the Sultan of Oman’s Air Force in August 1974 to fly Britten Norman Islanders, in what was referred to as the “Desert Boot War”. The next 20 months saw him cutting his teeth as a solo pilot in sometimes hostile terrain from the Dhofar to the Straits of Hormuz, far removed from the watchful eye of RAF regulations (and the barbers)! On one occasion he was on the crew of an Islander that spent 9 hours airborne overnight providing a radio link during the CASEVAC of injured soldiers from close to the Yemeni border.

In 1976 Chris returned to the real Air Force and was posted to RAF Lyneham to start the Hercules OCU. He was subsequently posted to 30 Squadron as a co-pilot. After 2 years of strategic transport flying an opportunity arose to join 47 Squadron (Special Forces Flight) as a co-pilot. This soon saw him enjoying tactical flying again and taking part in the withdrawal of British personnel from Iran on the overthrow of the Shah in 1979. Later that year he was heavily involved on Operation Agila in Rhodesia during the transition to Independence. He was privileged to fly both Mary Soames and Joshua Nkomo on separate occasions during their trips around the emerging nation of Zimbabwe.

Gaining his Captaincy he was posted to LXX Squadron RAF Lyneham. April 1982 was the start of a very busy year for Chris after the Argentines had invaded the Falkland Islands. Over the next year Chris did almost 900 hrs of flying on Operation Corporate between the UK and South Atlantic. Much of this flying involved long range sorties necessitating air-to-air refuelling from both Victor and Hercules tanker aircraft (so much for not being able to fly formation!). On his first trip as a Captain to Port Stanley, after two refuelling brackets and four PAR approaches the weather was so bad he had to return to Ascension Island dejected and not surprisingly tired after 24hrs and 10 mins airborne. In March 1985 Chris went to Ethiopia to help conduct famine relief on Operation Bushel. Flying at low level at 8-10,000 feet above mean sea level was a challenge only equalled by the skill needed to drop accurately many bags of grain to the starving people in the hinterland north of Addis Ababa.

Instructional duties could not be avoided and Chris found himself on 242 OCU Support Training Squadron teaching low flying, air-dropping and night flying techniques to tactical squadron crews. In 1989 a vacancy arose on 47 Sqn (SF) for a Training Captain and Chris jumped at this opportunity to return to squadron life.

Chris spent the next 10 years or so as a Training Captain, Tactics Instructor and Air-to-Air Refuelling Instructor for SF crews. During this period he was involved with SF on operations in Gulf War 1 (Op Granby) and the Balkans (Op Cheshire) where he flew into Sarajevo on 318 occasions conducting resupply missions. These sorties were mounted initially from Zagreb and latterly Ancona on the Italian Adriatic coast. Routine SF exercises took him to locations as varied as the Nevada desert, Ecuador, South Africa, Australia, New Zealand and the frozen wastes of Norway.

In 1992 Chris was awarded an A (Exceptional) Category as a Transport Captain and in February 2001, at the end of his long period on SF, he was posted to the Hercules Saneval team. Later that year in November Chris was selected to captain a hand picked crew who took Mr Stephen Evans (HM Ambassador) and the Balkans (Op Cheshire) where he flew into Sarajevo on 318 occasions conducting resupply missions. These sorties were mounted initially from Zagreb and latterly Ancona on the Italian Adriatic coast. Routine SF exercises took him to locations as varied as the Nevada desert, Ecuador, South Africa, Australia, New Zealand and the frozen wastes of Norway.

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September 2003 saw the end of 27 years at RAF Lyneham and flying Hercules and Chris transferred to RAF Northolt to fly Islanders again! Now with a bit more time on his hands he studied for and gained his ATPL in 2004. The convenience of being at the end of the Central Line gave Chris an opportunity to become more active in Guild life, something he had been unable to commit to since joining in 1978. Soon co-opted onto the Benevolent Fund and later the GAPT, he took the Livery in 2006, was appointed Assistant to the Court in 2008 and Almoner to the Benevolent Fund in 2009.

Chris retires from the RAF in September 2011 with over 18,000 flying hours. Preparing for retirement, Chris has recently become a SSAFA Caseworker; he hopes to devote more time to his passion for hot-air ballooning (he gained his licence in 2006). For Chris though, very importantly, he sees this new phase in his career as being a time to develop his work for the Guild. For him, becoming Warden is both an immense pleasure, as well as an incredible privilege.”
THE GUILD'S ANNUAL GENERAL MEETING
16th MARCH, 2011
ASSISTANT TOM EELLES, HONORARY EDITOR

The Guild’s 82nd year sees the new Master, Captain Wally Epton, taking over from Dr Michael Fopp, who becomes the Immediate Past Master. The new Master is still an active business jet pilot after his early years as an RAF pilot; his career profile appears in this issue. Warden Air Marshal Cliff Spink becomes Master Elect and Assistant Squadron Leader Chris Ford is the newly elected Warden.

The transition from old Court to new took place on 16th March, with the Master, Master Elect, Immediate Past Master, Wardens, Learned Clerk and Chaplain processing the short distance from Merchant Taylors’ Hall across Cornhill to St Michael’s Church for the Annual Guild Service. Here around a hundred Guild members and their guests had assembled and the Guild’s Honorary Chaplain, Liveryman the Reverend Peter Mullen, conducted the Service in his uniquely inimitable style.

Afterwards in Merchant Taylors’ Hall, non-members listened to a talk entitled ‘The City’s Open Spaces’ by Peter Nelson whilst Guild members assembled in the Parlour for the Annual General Meeting and swearing-in of the new Court. The Master’s Annual Report, previously distributed with February Guild News and available on the Guild website, recorded the net assets of the two trusts were almost unchanged.

Following a number of discussions with the new Master, Captain Wally Epton, taking over from Dr Michael Fopp, who becomes the Immediate Past Master. The new Master is still an active business jet pilot after his early years as an RAF pilot; his career profile appears in this issue. Warden Air Marshal Cliff Spink becomes Master Elect and Assistant Squadron Leader Chris Ford is the newly elected Warden.

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“Following a number of discussions with my fellow members of the General Purposes & Finance Committee I have decided to stand down as Treasurer, after twelve long years. During this time the net assets of the Guild have approximately trebled and I have secured our freehold at 9 Warwick Court. Progress has been made towards the aim of being self-sufficient and not dependent upon income from the Gladys Cobham Trust. However there is still much to be done and our resources remain very small compared with many other Livery Companies. I have mostly enjoyed my time as Treasurer and I will of course remain available to provide assistance when necessary. The new Treasurer, Nick Goulding, is also a Chartered Accountant (a rare breed within the Guild) and will no doubt keep tight control of the finances. At least I will no longer have to sing for my supper!”

The results of the Court elections were announced; Squadron Leader John Davy, Commodore Chris Palmer, Captain Chris Spurrier and Malcolm White were elected as new Assistants and Roger Whitefield was re-elected. The new Court was sworn in, the appointments of the Guild Officers were confirmed and the new Master, Captain Wally Epton, was installed.

After the Annual General Meeting the new Master and the Master’s Lady greeted members at a champagne reception which was followed by the AGM supper. In his inaugural speech at the AGM supper, the Master thanked and congratulated the Immediate Past Master and his wife Rosemary for a most successful year, a year full of action combined with wisdom and prudence, giving him a hand act to follow. He thought a great deal about what he could do to lead the Guild onward, which made him appreciate the support the Master gets from all those on the Court and in the wider Guild activities, in particular the Committees, the Guild Benevolent Fund and the Scholarships sub-committees. He singled out the support of the office staff at Cobham House as being especially important to the Master and that he was already enjoying working closely with them. He also mentioned in particular the Technical Director, Past Master Chris Hodgkinson, who since 1998 had done a terrific job of keeping both professional and non-professional members of the Guild in touch with a host of technical issues, and that this position would need to be expanded and developed to give greater strength to the role. He also announced the formation of a new PR Group of three
volunteer Guild members who had experience and skill in Press and Journalism.

The Master revealed that his choice of Charity for his year was the Henry Surtees Foundation to help in the provision of Schiller Units needed by Air Ambulance helicopters to provide immediate support to accident victims with life threatening head injuries.

He reminded his audience that, on the fun side, there was a full programme of events planned for the year ahead. The Flying Club, the Golf Society, the Luncheon Club and many other activities including the Guild visits programme offered many opportunities for fellowship and comradeship as well as networking, all a tangible benefit to Guild membership. He reminded everyone of the Garden Party on 11th June at RAF Halton, where the Guild would be joining the Moth Club for a “full on flying day and Royal Flypast.”

He concluded by offering the thought that when a flight seemed to be proceeding incredibly well, something had probably been forgotten, but hoped that nothing would be forgotten during his year. He proposed the Toast to “The continuity of this Guild of Air Pilots and Air Navigators, Root and Branch may it flourish for ever”, which was greeted with acclaim.

Photographs taken at the AGM reception and supper can be viewed and ordered online direct from Gerald Sharp Photography at www.sharpphoto.co.uk

The Master, Wardens, Learned Clerk and Beadle, 2011 -2012

The Court Assistants after being sworn in at the 2011 Annual General Meeting

THE COURT 2011/12

Grand Master
HRH The Prince Andrew, Duke of York
KG KCVO

Master
Captain O W Epton FRAeS

Immediate Past Master
Dr M A Fopp MA DSc FMA FRAeS

Master Elect
Air Marshal C R Spink
CB CBE FCIM FRAeS

The Master
Captain T W Owen FRAeS
Mrs D J Pooley LLB (Hons) FRAeS
Squadron Leader C J Ford RAF

Assistants
Captain P Q Benn
Captain A J Boyce JP
BAv MBs(Hons) FRAeS AFRIN
Captain C A Cox
Group Captain T Eeles BA FRAeS
M J A Glover Esq
Professor D M Green
CBE BScEcon PhD Ecom FRAeS DUniv DL

G C Hackemer Esq BSc ARAeS
Lieutenant Colonel K D Johnson
MSc Med BSc FRAeS
Captain J B Robinson AFC* FRAeS
Captain D R Watson FRAeS
Squadron Leader J W Davy MRAeS
Commodore C L Palmer CBE BSc FCMI RN
Captain C J Spurrier
M G F White Esq OBE
R O Whitefield Esq FRAeS

Clerk
Paul J Tacon Esq BA FCIS

Gazette
APPROVED BY THE COURT ON
10th MARCH 2011

ADMISSIONS
As Upper Freeman
Lieutenant Swayne Hamish ALSOP
Captain Stephen Nigel BILLETT
Captain Stephen JAMES
Captain John Preston McNEE (NA)
Matthew NICHOLSON
Vanessa UMBA (OS)
Group Captain Peter Neil WOOD

As Freeman
Alan BURROWS
Neil COOPER
Charles Simon Arthur COSTA
Walter John DOLLMAN (AUS)
Lieutenant Andrew Graham HENDERSON (GYM)
Roger Christopher JOHNS
Dr Robert Bruce LEE (AUS)

As Associate
Melinda-Jane BENSON (GYM)
Captain Christopher Paul BLACKFORD (GYM)
Lindsay Euan CRAIG (GYM)
Squadron Leader Matthew Anthony LANE (GYM)

ACKNOWLEDGED BY THE COURT
10 March 2011

REGRADE
To Livery
Ross Scott STUART
Rick Ashley ROBERTS

DECEASED
Michael John BROWN
Kay Hamilton ELLIS (AUS)
Jack Henry HARRIS
David Christopher HENCKEN
Peter John McKEOWN
Keith Harry Angel NEGAL

RESIGNATIONS
Julian Kenneth BEAUCHAMP
Gregory James Arnaud BELL
William John McIntyre (AUS)
Bruno POLETTO (AUS)
Andrew Raeside ROBERTSON (OS)
Rachel SESTINI
Christopher John SNAPE
Peter Hugh TATHAM

The Court Assistants after being sworn in at the 2011 Annual General Meeting

The Master, Wardens, Learned Clerk and Beadle, 2011 -2012

The Master, Wardens, Learned Clerk and Beadle, 2011 -2012
EDITORIAL
ASSISTANT GROUP CAPTAIN TOM EELES

This time last year I remarked that I would occasionally include an Editorial in Guild News so now, after another 6 issues, I feel that it is time for another one. I am extremely grateful to all those Guild members who have submitted articles for publication in Guild News. Without your contributions there would just be blank pages. Good quality photographs are my constant worry, especially ones good enough for the front cover, so please feel free to bombard me with as many as you can, preferably by email. I assume Guild members are happy with the style and content of Guild News, as I have had no suggestions for change, but please feel free to contact me with any ideas. On that note, there must be plenty of ‘I learnt about flying from that....’ stories out there, but I have been sent only 3 over the last year. I would be delighted to publish any that readers may have hidden away in log books or memory, and I guarantee anonymity if required!

On the wider scene, in military aviation the Guild has seen the disbandment of some of its Affiliated Units as a direct consequence of the Strategic Defence and Security Review, which many feel was financially rather than strategically driven. Other Affiliated Units remain at risk. Navigator training in the RAF has been terminated for ever and the RAF’s longest serving jet aircraft, the Domine navigation trainer, has finally flown to museums and the scrap yard. The Harrier, Nimrod and Tornado F3 have gone, the Tornado GR4 force has had 2 squadrons disbanded and 170 RAF trainee pilots have been made redundant, many of them prize winners on their courses. On a more positive note, airlines, including one based in the Far East, may be interested in recruiting some of these young men and women. For the Guild’s GA community I commend the article in this issue on Aware, a cheap GPS based system designed to minimise unauthorised penetrations of controlled airspace by GA aircraft. On the civil commercial scene threats of industrial action from both cabin crew and ground staff continue to dominate the headlines, as does the misconception that the industry is a major polluter. Apparently MEPs believe that commercial aviation is responsible for 20% of carbon emissions, according to our Environment Committee. A bright moment was the magnificent performance of the Quantas crew in coping with their A380’s potentially fatal engine failure and its unexpected consequences.

Looking ahead into the Guild's forthcoming year, I intend to continue producing Guild News with its current mix of Guild activities, current military and civil aviation news, historical, social and personal stories wherever I can find them and I look forward to working closely with the newly established PR team of Dan Tye, Steven Slater and Stephen Bridgewater. Remember, I am completely dependant on you, the Guild members for the majority of articles and photos so keep sending them in to me at teeleeditor@hotmail.co.uk. Finally a huge thank you to Richard and Helen Lewis of Printed Solutions, without whose help I could never manage, and to my worthy proof readers, Past Masters Peter Buggé and Dick Felix and the Learned Clerk.

GUILD OF AIR PILOTS BENEVOLENT FUND

ASSISTANT JOHN B ROBINSON CHAIRMAN

The Guild’s Benevolent Fund, officially known as the Guild of Air Pilots Benevolent Fund (GAPBF), is alive and well despite the ramifications of the financial markets. Over the past eighteen months there have been changes to the Board of Management with the election of a new Chairman, Secretary, Treasurer and Almoner and the re-election of Past Master Ron Bridge whose byzantine knowledge of charities and trusts is of immeasurable value.

The constitution of the Board of Management is:

Group Captain Tom Eeles
Trustee

Captain Dick Felix
Trustee

Captain Wally Epton
Master and Trustee (ex officio), from 16 March 2011

Air Marshal Cliff Spink
Master Elect and Trustee (ex officio), from 16 March 2011

Paul Tacon Esq
Clerk and Trustee (ex officio)

Derek Howard-Budd, Esq
Soldiers, Sailors, Airmen and Families Association (SSAFA)

Captain Robin Keegan
British Air Line Pilots Association Benevolent Fund (BALPA BF)

Air Commodore Paul Hughesdon
Royal Air Force Benevolent Fund (RAF BF)

Full details of the Fund’s administration can be seen on the Guild’s website under Charities and Trusts and members are encouraged to look up this entry as it has recently been updated. Of note all the Trustees are Guild Liverymen and members of the Court thus showing they are willing to take on extra duties for the sake of the Guild’s well-being and future prosperity. In addition to the posts mentioned above, the other Trustees have ‘secondary duties’ looking after specific aspects of the Fund’s activities such as flying scholarships and keeping watching briefs on beneficiaries. The Board of Management has been enhanced by the addition of a representative from SSAFA Forces Help, Derek Howard-Budd, and Liveryman Robin Keegan as representative of the BALPA BF. These two positions plus the RAF BF representative, Air Commodore Paul Hughesdon, give the Board meaningful discussions when dealing with the cases brought before them. The representatives can make an immediate assessment from their organisation’s point of view that enables the Board to deal speedily with the cases. The beauty of the
A new reshuffle at the GYM Committee kicked off a busy year ahead. Upon reaching the end of her term in office in January, Kat Hodge stood down as Chair, having led the GYM from its foundation in 2008. Kat lead the GYM with much effort and enthusiasm, taking an idea to reality, and now, a thriving part of the Guild with over 200 young members. The GYM Committee thank Kat for her leadership and hard work, and hope that they can continue her record of membership expansion, wider recognition and support to our young membership.

Ludo Forrer has taken on the role of Chairman, with Sebastian Pooley taking the new role of Deputy Chair, both continuing with previous GYM roles until a reshuffle and redistribution of workload. Benjamin Donalds continues with Web/IT, Jas Singh - Media, Keith Sivell - Marketing, while Kat continues managing the new GYM Gliding Scholarship and Oli Russell maintaining a link with the other committees within the Guild. In addition the GYM welcomes Luke Evans to the Committee for 2011.

The GYM Committee held their first meeting of the year on 23rd February at the Pooley’s Elstree office.

There was a lot to discuss and plan, not least the GYM involvement in a Parliamentary Event promoting Youth in Aviation (28th March). There are several shared key recommendations that the many involved aviation organisations wish to promote to decision makers. The scrapping of VAT on flying training, and more on aviation in the National Curriculum are two examples. The RAeS Ballantyne Lectures in April require GYM support too, both to run the ever-popular Guild Pilat testing but also to present a lecture on “Aerospace Versus the Elements” to secondary-school children. The 2011 GYM Lecture, by Sqn Ldr (rtd) Myles Garland (aka “Blade 1”) of The Blades Aerobatic Team (on 29th March at Hamilton Place, in conjunction with the General Aviation Group of the RAeS), a GYM Social on the same date and the Flyer Exhibition in April were other exciting dates in the GYM Diary.

By the time you read this the new GYM Gliding Scholarship applications will be closed and the selection process underway, to award two Gliding Scholarships flown at Lasham Gliding Society. The 5 day course is residential (5 nights) and on the Saturday following there is a social event organised by the GYM.

There is a great deal of work to do, so if you are keen to become involved in supporting GYM activities or even join the committee please do get in touch!

The GYM team of Seb Pooley, Ludo Forrer, Ben Donalds and Lake Evans.
O
n a typical February day (raining) twenty lucky Guild members attended the visit to TAG Aviation and the Aircraft Accident Investigation Board (AAIB). The day started meeting at the Ively Gate of Farnborough Airport for a tour of the facilities of TAG Aviation. Tony Strong was our tour guide and via a small bus we were taken around the airfield. Tony was able to give us a brief history of the airfield as we travelled round. TAG acquired a 99 year lease in 1997 to operate Farnborough Airport as a business aviation airport and to host the Farnborough Airshow. The freehold was then purchased from the MOD in 2007. TAG Aviation has done a huge amount of work, new hangars, terminal and control tower and more recently an on-site hotel. All this despite quite rigorous limitations, for example, no freight flights, training flights or public charter. These limitations also include movement restrictions and weight limitations. Our first stop was to visit the hangars where we were invited to look inside but no photographs were allowed. The hangars house some beautiful small jets belonging to the rich and famous. The hangars certainly house some serious money. The hangars themselves have won design awards to create an environmentally friendly impact, they were also beautifully clean as were the aeroplanes in them and Tony explained that everything done by TAG Aviation meets very high standards. TAG is in the process of building another identical hangar. Tony explained that with the Olympics next year, Farnborough is expecting to receive Heads of State, and other VIPs associated with the games. It is anticipated the hangars will be complete by then.

We then had a trip up the runway in the coach and stopped just off the end to be told this was the very site that Samuel Cody had landed after the first powered flight of 1314 yards in 1908. I hope the weather was a little better for him than we experienced. Up until then only balloons and airships had been flown from Farnborough. A group of listed buildings were then pointed out, these included Lord Trenchard’s office, and hangars originally belonging to RFC. There is also an open structure which was a balloon shed during the First World War. It was very interesting to see this part of aviation history from such close range. Farnborough has a huge historical association with aeronautical research both military and civilian.

We were then invited to have a look at the Air Traffic Control facilities at Farnborough. Tony explained these were bigger than really necessary for the day-to-day needs of the airport, but at Airshow time extra staff and facilities were needed, and ATC Farnborough was able to meet these needs. The tower gave us a great view of the airport despite the poor weather.

Helena, who works at Farnborough dealing with environmental issues gave an interesting talk telling us how she is involved with Air Quality Monitoring sites which have been set up around the airport, nitrogen dioxide levels are recorded and data submitted to the Council. Noise and Track monitoring equipment assesses aircraft noise and again all noise data is reported to the Council. Again it became obvious that TAG Aviation have worked very hard to deal with all these environmental issues. They have not cut any corners but have spent the money to have a top class organisation.

Off to the Army Golf Club for lunch prior to our visit to AAIB. This visit started with a talk by Steve Moss and one of his colleagues. Steve told us that AAIB was set up in 1915, so it is a very old organisation. In 2002 it became part of Department of Transport and it is independent from the CAA. The organisation employs about 55 people, including 11 engineers, 10 pilots, with 4 flight data experts. The others include management and administration. Generally the engineers, have an engineering degree and also the opportunity to gain and maintain a Private Pilots Licence. All investigators are on call for major accidents and incidents, although some minor incidents would be dealt with by correspondence without their attendance. If a fatal accident occurs, it would be usual to respond with at least one operations specialist and one engineer, depending on the size of the accident.

This was a very interesting presentation, and we were then invited to go into the hangars where photography is not allowed. We were shown a collection of the well published “Black Boxes”. One thing I learnt is that they are predominantly red and not black! In the two hangars are a number of aircraft that have been involved in accidents and again it was very interesting listening to how the Investigators come to their conclusions, albeit a sobering experience. These conclusions are then published both on the internet and distributed to flying clubs and airlines. There is never any attempt to apportion blame, but at times recommendations are made to help improve safety. Steve was also explaining that sometimes they just do not know what happened and no amount of investigation leads to any conclusion being made.

The view from the new ATC Tower, Farnborough
Guild Visit to RAF Lyneham

UPPER FREEMAN CHRIS NICHOLLS

Royal Air Force Lyneham and its personnel have always lived up to the Station motto - “Support, Save, Supply” - but as I drove towards the base for the Guild visit on February 24th it seemed particularly appropriate.

The news on the radio was focused on the chaos in Libya and the evacuation of expatriates from the country. It was reported that an RAF Hercules was already on the ground in Tripoli with another standing by in Malta.

Thirty Guild Members arrived at Lyneham by both road and air for the visit, which was organised by Warden Chris Ford at the kind invitation of the Station Commander, Group Captain John Gladston MBE DFC ADC RAF. Our thanks must go out to members of 30 Squadron, led by Wing Commander Peter Cochrane, for all their hard work in ensuring the day was both interesting and enjoyable.

This was the last opportunity for the Guild to visit RAF Lyneham before it closes in December 2012. The present plan, drawn up after a strategic defence review in 2003, will see all aircraft and crews relocating to RAF Brize Norton this September. The imminent closure meant the visit would be a particularly nostalgic one for about half the Members attending - myself included - who had served on the base over the years.

We started our visit in the station conference room where, following a welcome from the Station Commander, we had a detailed briefing from OC 30 Squadron, who explained the station mission - to deliver and sustain Hercules air transport and aerial delivery operations worldwide, in order to support UK defence missions and tasks.

RAF Lyneham’s history dates back to May 1940. During the first years of operation it was home to 33 Maintenance Unit and, for a short period, 14 Service Flying Training School. In March 1943 Transport Command was formed and RAF Lyneham took on a new role when it became one of the main air transport stations - a role it will have maintained without interruption for 68 years when flying operations cease this September.

There are presently three flying squadrons at Lyneham: 24, 30 and 47 Squadrons. The station is also home to many other units who support the flying operation, but the length of this article precludes all getting a mention, vital though they are.

RAF Lyneham has been home to many different aircraft types over the years but will probably be best remembered as the main base of the C130 Hercules fleet. The first of 66 Hercules arrived from Lockheed in 1967 and, when the last aircraft flies out later this year, they will have been operating from Lyneham for a total of 44 years.

The aircraft has evolved over the years and the 1980s saw half the original fleet of CMk1 aircraft stretched by 15 feet to allow the carriage of bulkier loads. The stretched version is known as the Hercules CMk3.

In November 1999 the first of 25 new C130J Hercules was handed over at Lyneham - these aircraft equip 24 and 30 Squadrons. The “new technology” C130J is fitted with a glass cockpit and Head-Up Display (HUD) and dispenses with the services of a Navigator and Flight Engineer. As with the C130K, there are two versions of the C130J to give greater flexibility with loads, the “short” CMk5 and the CMk4 “stretch”. Many of the original C130K fleet have been retired and presently only 11 remain operational.

It is a reflection on the reduction in size of the Armed Forces over the years that only 33 Hercules will make the move to Brize Norton - half the number originally acquired in the 1960s.

Current operations have aircraft deployed in Afghanistan, Iraq and the Falkland Islands, with most of the flying conducted intra-theatre providing tactical airlift. Although the aircraft have a strategic airlift capability, the intensive tactical operations mean that there is little capacity available for route flying. This is in contrast to the operation of the Hercules in the 1970s and 1980s when there were two “route” squadrons that carried out the strategic airlift capability and two squadrons that concentrated on tactical operations.

To members of the general public, Lyneham is probably best known for its role in the repatriation of fallen service personnel from Afghanistan, a role the Station has carried out with dignity and respect.

The original plan for our visit had been for us to go flying, but the increase in tasking due to the situation in Libya meant that no aircraft was available and an alternative plan had been arranged.

We started in air traffic control, where we got an insight into how the controllers ensure a safe environment for the varied types of operation conducted by the Hercules in the local area. We then moved on to one of the station’s lodger units, the Vulcan XH558, the only remaining airworthy Vulcan in the world. Although not really part of the Lyneham story, I think most Guild members enjoyed viewing this classic beauty at close quarters and the opportunity to look inside the cockpit and rear crew area.

Lunch was taken in the Officers’ Mess and provided an opportunity for an informal chat with our hosts and other members. The afternoon was to include visits to a C130J, the C130J flight simulator and 47 (Air Despatch) Squadron.

The flight simulators provide a vital tool for training and are used extensively during both conversion and recurrent training. But today the mission was a little less serious as several members had the opportunity to try out the handling and use the HUD as they attempted to fly under the Severn Bridge - with varying degrees of success!

Our final visit of the day was to 47 (Air Despatch) Squadron, part of the Royal Logistic Corp, and our host for this visit was Captain Hugh Thomas RLC. Air Despatch Companies were first formed in 1944 to make full use of the advantages that supply by air could bring to the Army. At Lyneham, and in theatre, they are responsible for the preparation and despatch of all equipment dropped by parachute from the Hercules. The Squadron has been based at Lyneham since 1965 and will relocate to Brize Norton later this year.

All too soon the visit was over and as I drove out of the main gates for the last time I took with me happy memories of the time I served at RAF Lyneham, a station whose aircraft and personnel have played a vital role in modern history.

The Station may be closing but the Task continues.
he established practice of inviting a speaker to each meeting was extended to accommodate two visitors in December.

Jim Reed, the recently appointed Head of HF at CAA introduced his industry review of Human Factors issues with an initial invitation to participate in the consultation. Both individual and collective responses are welcome and the TASC will collate a collective response for submission in January. The scope is potentially very wide with the pilot training aspects, although currently very high profile, constituting only a small part of all HF issues. Matters such as Flight Time Limitations, stress management, the pilot automation interface and the new navigation systems to DAP, then accelerated the process.

A large proportion of the above is focussed on the CAT sector of aviation. The TASC is acutely aware that the GA sector may be disadvantaged by some of these changes such as the rapid demise of NDB’s and many VOR’s. The Committee membership provides a comprehensive cross section of views to ensure that the Guild support and input is balanced.

The Committee was particularly privileged to welcome the CAA Group Director Safety Regulation, Gretchen Burrett, to the February meeting for an extended presentation and discussion. In an initial personal introduction outlining her career before joining the CAA in 2010, the emphasis was firmly focused on the total system approach to problem solving where the air, ground, machine and human interfaces are all considered as contributory and interrelated. This analysis has already initiated changes within CAA regulation to update the processes and facilities and to introduce a significant move away from compliance checking to a shared responsibility with industry for risk assessment and management. It is interesting to note that a similar shift of emphasis was quoted from the EASA Management Board discussions presented during the industry briefing where it was asserted that regulation should be governed by safety risk.

The other strong message overarching the diverse presentation was a commitment to debate and discussion with all aspects of industry, to achieve consensus regulation and better solutions using the collective benefits of operational experience and technical ability. With a strong personal background in human factors engineering herself and already able to quote successes of this approach, there is likely to be a major shift towards proactive risk assessment and collective determination of solutions. Significant support which was evident at the Safety Conference last Autumn for a similar message, and the current HF review arising from it, might suggest that the challenge of persuading Industry to effectively use SMS data to proactively address the risks will be well received.

A series of very direct questions were all accepted and answered, and a specific invitation made to the Guild to submit our own view of primary risks has been accepted. A carefully considered response document is now in final draft stage for presentation. We anticipate that it will be the beginning of an ongoing dialogue in which we are very pleased to participate.

A very well attended meeting welcomed Mr. George Georgiou from Bucks New University who explained to us the career development programme for Oxford Aviation Academy students. A Foundation, Honour and Masters course in Air Transport Management is available and all OAA students are encouraged to study for the Foundation degree within their ATPL training. It is possible for successful students to top this up to a BA (Hons) Air Transport with Commercial Pilot Training degree.

Recent candidates for the pilot aptitude assessment programme at Cranwell have been disappointing in their calibre and the numbers applying have also been reduced. Attempts to achieve a reduction in the charge have finally borne fruit and thanks are due to Group Captain Hyslop, the OC at OASC and to Past Master Elton for their efforts on our behalf. We have been receiving a quantity of free promotion from the various flying magazines and it is hoped that the lower fees will now attract more candidates.

In future, Guild promotional activities will be undertaken by a new Promotions Team. Captain Dave Watson is stepping down as Chairman and Group Captain Gault is assuming temporary command of the new team until being replaced by Richard Hill. It is encouraging to note that despite fears that the scholarship programme might need to be reduced in the coming year, we anticipate that there will be no reduction in the number of scholarships on offer. Two A320 type rating scholarships have been offered by a Heathrow-based FTO, but details are still under negotiation. A meeting was held with the sponsors on January 25th to establish what is involved. The Instructors sub-committee, under the Acting Chairman Syd Utting, is concentrating on work developing out of the stall spin study. The sub-committee has taken on board the suggestions which were put forward following the joint meeting between the TASC and the E and TC regarding developing of a “Guild approved” training syllabus.

In view of the fact that the final opinion on EASA FCL has not yet been released, there is still no clear way forward on pilot licensing. The committee has heard how EASA has continually chopped and changed its views on a number of issues including whether or not PPL Instructors should receive remuneration; whether or not there will be Grandfather rights for the IMC and whether or not it will be necessary to hold more than one type of Private Pilots Licence, just in order to exercise current privileges.

The Chairman is encouraged that there continues to be a great deal of enthusiasm amongst observers attending the committee who wish to become members in the future.
Flight Lieutenant Phil Mobbs, 24 Squadron RAF, having seen a copy of Guild News in the RAF Lyneham Officers’ Mess, has contacted the Editor with the following message:

“I am currently raising money to build a memorial to Major Lanoe Hawker VC, DSO, the first ace of the RFC and the first fighter pilot to be awarded the VC. He was the first commanding officer of Number 24 Squadron, the first single seat all fighter squadron, which under his leadership and his simple tactical order of ‘attack everything’ defeated the ‘Fokker scourge’ in 1916 and gave the RFC mastery of the air over the Somme.

The advent of newer German aircraft such as the Albatross DII in late 1916 swung the advantage back to the other side. On 23 November 1916 Hawker flew on a patrol (squadron commanders were forbidden to fly over the enemy lines) and true to his own order attacked a formation of Albatross aircraft although he was outnumbered 5 to 3. He ended up in a dogfight with the then unknown Manfred von Richthofen. The fight lasted a considerable time with neither able to gain the advantage, the German’s superior aircraft matching Hawker’s superior skill and experience. With the prevailing wind blowing him ever further behind the German lines and his fuel running low, Hawker was forced to make a break for safety. He flew at very low level, zig-zagging to avoid Richtofen’s firing. As he neared the frontline and safety the German fired a last burst just before his guns jammed, and a single shot struck Hawker in the head, killing him instantly. His DH2 spun into the ground just behind the German front line trench.

Hawker was buried by the Germans beside his aircraft. Richtofen retrieved his Lewis gun and mounted it in pride of place in his private ‘museum’; it was his 11th kill.

As the burial site was subjected to frequent heavy shellfire there was no trace of a grave after the war and Hawker is remembered only as a name on the Air Services Memorial in Arras. I visited the Somme in 2009 with a party from XXIV Squadron and went to the crash site north east of Albert. I decided that Hawker deserved a marker for his grave and set up the Hawker Memorial Project to do just that. I am currently raising the £2500 I need to build a memorial cairn close to the position he was buried with the intention of unveiling it on the 95th anniversary of his death this November. The land for the memorial is being donated by the Mayor of Ligny Thilloy, the nearest village. I am also planning to have Gerry Cooper’s DH2 replica perform a flypast during the ceremony. It is one of only two flying DH2s, the other being based in New Zealand; no genuine aircraft survived the war. The aircraft was constructed in 1974 using original plans, although it has a non original engine, a 1940s vintage Kinner radial.

I am hoping to have the aircraft in France in time for the 2011 Remembrance Day Commemorations. To do this will mean flying the DH2 all the way from Wickenby across the Channel, and back. We are planning to operate it out of Albert-Picardie airfield. If successful I believe it will be the first time a DH2 has flown over the Western Front since 1918. All the money is being raised privately with no access to public funds; at the present time I am still seeking a sponsor to obtain the £5000 in need for the DH2.

I would be most grateful if you would publicise our plans in the next edition of the GAPAN magazine.”

Editor’s note: Should any reader wish to contribute to this worthy cause, cheques payable to ‘XXIV Fund - Hawker Memorial’ should be sent to XXIV Squadron, RAF Lyneham, Chippenham, Wilts, SN15 4PZ.
In the Spring of 2006 Guild News recorded the opening of an Archive Room on the top floor of Cobham House. The room was fitted out with cupboards, glass-fronted cases and display cases where the Guild archive material could be properly shown and cared for. Shelves were included to house the library. Encouraging though this was it soon became clear that although we could display some of the material we had nowhere to store what wasn’t on display, particularly flat drawer space for the many photographs and press cuttings in the collection. Now, however, with the support of the trustees of the Guild of Air Pilots Trust and of the Air Safety Trust the smaller, adjacent, room on the top floor has been fitted out to provide storage in the form of fifteen drawers in three plan chests and some more cupboards.

The work has got off to a good start with the Hon. Archivist, Assistant Gerald Hackemer, Assistant Dacre Watson and PM Peter Buggé being assisted by Jenny Hope, a Fanmaker who works at the Fan Museum at Greenwich. Jenny has experience of archiving and as well as providing another pair of hands is advising on the correct methods and materials to use; the windows have been treated to prevent UV damage from natural light and articles are stored in acid-free folders. And, yes, we do wear white cotton gloves when working! All this is very important because much of the material is in poor condition and it is hoped that items such as photographs and newspaper cuttings can be stored in clear archive folders in future so that they can be viewed without being touched.

We are listing what we have in a digital index, with a full description of each item available in a catalogue that can be expanded as our knowledge grows. We have already found important new references to the early years of the Guild, including the original Memorandum and Articles of Association. There is correspondence dealing with the publication of Sir Sefton Brancker’s Papers following his death in R101 in 1930, the profits from the sale of which formed a Memorial Fund which became the Benevolent Fund. There is also correspondence about the setting up of the Johnston Memorial Prize and, a little later, of the Cumberbatch Trophy. One of the problems we have is to keep to the task in hand and not get absorbed reading the contents of the files! That will come when we start writing up the details of the bundles of correspondence, presscuttings and photographs, a task to which we are all looking forward! To give an idea of what this will involve I have illustrated some items from the Waller collection: a photograph of Ken Waller and his sponsor/copilot, Bernard Rubin (who won at Le Mans in a Bentley in 1928), standing by the Leopard Moth in which they surveyed the route of the MacRobertson Air Race to Australia in 1934 prior to the race itself, and the pencilled notes of the flight. Together with a book of presscuttings relating to this flight alone, as well as many more photographs and material from other sources, there is a great deal of information to be looked through and written into the catalogue to cover just this brief period of Ken Waller’s career.

There are many other documents, cuttings, personal papers, logbooks and diaries all of which give an insight into the history of the Guild, Guild members and aviation, from a programme of the visit to the Graham White factory at Hendon by King George V and Queen Mary in 1917 to a personal record of helicopter testing and development after the Second World War. There has been much juggling of material to make the best use of the various methods of storage and display now available to us and we have sufficient space to store any memorabilia that Guild members would like to place at Cobham House. If it’s not indelicate to mention, perhaps families should know that this option exists so that material is not lost when Guild members finally go to that great airfield in the sky. It must be at least ten years since Gerald Hackemer and I first made enquiries to determine the best place to keep the Guild archives. It is thanks to many individuals as well as fortuitous circumstances that we now have the archives in first class facilities where they belong - Cobham House.
During the Second World War some pilots made gramophone recordings of their flying experiences with a view to these being played at aircraft factories to give the workers an insight into the value of their products and as an incentive to 'put their best into the work they were doing'. One such recording was made by Flight Lieutenant Ralf Allsebrook DSO DFC about an eventful bombing raid which ended with a ditching in the English Channel. In 1946 this recording was passed on to Ralf's father, His Honour Judge George C Allsebrook, by the Ministry of Supply - the transcript of this story follows:

A WONDERFULLY GOOD AIRCRAFT CALLED G FOR GEORGE

I did about 20 trips on the squadron mostly with the same crew and the same Hampden - a wonderfully good aircraft called G for George.

We went on raids to Hamburg, Mannheim, Frankfurt, Cologne, Kiel, Essen, Aachen and Brest.

We went mine-laying in the Baltic and in the Friesian Islands and we were on the hunt for German battleships.

The longest trip we went on was one of 9 hours in the Baltic. On one to Hamburg we had a bad time, a shell hit us right in the middle of the main spar. We got home but when I saw the hole I wondered how in the world the wings had stayed on, but they got it mended and ready and as soon as she was serviceable we took off on a raid to Mannheim in February.

We bombed all right but they hit the port engine and just as we left the target it seized solid.

We were about 12,000 feet but lost height very quickly, we heaved everything we could spare overboard and flew on very slowly losing height

For a long time no-one spoke; we were all certain we would end up in a German prison camp and somehow we were more annoyed about it than anything else. We were pretty sure we would not get back to England.

I told the crew we would have to jump if we were still losing height at 3,000 feet. We sent out messages that we were flying on one engine and might have to bail out.

The petrol was getting low, because although we were drawing on all the tanks for the good engine, we had to fly at full throttle to keep going. At last we got to the enemy coast.

Still sending out SOSs and trying to get a wireless fix but we did not have much idea where we were. We had been in the air about 8 hours and flying for about 4 on one engine. It was a Bristol Pegasus 18. I kept watch on the petrol gauges and when I knew we had only a few minutes left I saw some search lights on the English coast. Then the good engine cut suddenly, right out of petrol.

I had already warned the crew to be ready to ditch and we all knew what to do now. I switched on the lights, headlight and all, and we glided down towards the sea.

After all these hours of noise it seemed incredibly quiet and then I thought I saw the coast straight ahead and getting quite near. I thought I saw the smooth surface of the sea just below and held off to make a nice three point landing and then found we were sinking into a layer of sea mist about 500 feet above the water. We very nearly stalled that time and only just managed to pick up airspeed. The headlight dazzled me just as in fog when driving a car so I switched it off. I could not see the sea at all; I just somehow felt it was there.

We must have come out of the sea mist just above the water; anyhow I got the stick back just in time, a moment before we hit. We hit very hard and bounced so I knew we hadn't gone under - that was that. How we got out was another story.

The shock when we hit the water was terrific. I had my safety harness on but somehow hit my nose a frightful bang.
Suddenly we heard an aircraft engine and all held our breaths. There was no sound except the water lapping against the dinghy, but it died away and we felt rather hopeless. Half hour later it came back again. We could see it then, about a mile off, flying very low and we stood up and waved and waved. We thought we had been seen, but the machine turned away again and the sound of the engine died away in the mist. I nearly cried.

Actually the pilot had seen us and went straight off to guide help in our direction. Ten minutes later he was back and flew over, about 50ft up. It was an old Walrus and the crew were leaning out and waving. We went absolutely crazy then.

The Royal Navy picked us up; a motor anti submarine boat that came out to look for us when the Coast Guard first reported us. They soon had us on board, wrapped us up in blankets and gave us lots of coffee and brandy. Then the Captain produced a bottle of John Haig. I was asleep very soon.

They took us ashore and sent us off to hospital. Everyone was wonderfully kind. I shall never forget all those different people who helped in different ways to save us. This record is really just to say thank you to all you people who made our aircraft and all the things that brought us home. Another crew safe to fly another day.

Ralf Allsebrook, who was educated at Stowe School and Trinity College Oxford where his studies were interrupted by the war, survived two tours of action with 49 Squadron, firstly flying Handley Page Hampden bombers and then Avro Lancasters. As well as the incident above he had survived a collision with a barrage balloon cable and received a Caterpillar Club certificate from the Irvin Air Chute Company. He wanted to retrain as a fighter pilot but this was not permitted and he was posted to 617 Squadron as a replacement flight commander three days after the famous Dambuster Raid. Sadly, he and his crew were killed in action on a raid on the Dortmund-Ems Canal on 16 September 1943. He was also a poet and one particular sonnet entitled ‘I wish I need not fly tonight’ makes a poignant comparison with the upbeat tone of his recording for the aircraft workers:

I wish I need not fly tonight

I tell you that I do not mind
I say I'm happy in my work
I tell you I have yet to find
The terror that I know to lurk

Behind my ever-growing skill

I know that I have seen the night
That cannot darker grow, and still
I wish I need not fly tonight.
Yet if I should avoid the task
My mind would travel darkness yet.

To others I may wear a mask
Myself fear demons I have met
I fly tonight that I may find

Until the next time peace of mind.

Ralf Athelsie Pole Allsebrook
13.11.42

The Guild would like to thank Ralf’s sister, Mrs Jane Buckley, for kindly agreeing to the use of this material in Guild News and for the photographs.
In mid 2009, National Air Traffic Services (NATS), the UK’s Airspace Navigation Service Provider approached Airbox Aerospace Limited, a small but innovative and agile company with a view to collaborating jointly on the production of a low cost GPS system for aviation use. The purpose was to tackle the growing infringements problem in the UK. What transpired was the ‘Aware’ project, a GPS that has won numerous plaudits including the Royal Institute of Navigation’s (RIN) Technical Excellence award. This article describes what the Aware is, how it came about and what it has achieved.

Background
In 2008, over 600 airspace infringements were reported in UK controlled airspace. An aircraft infringes controlled airspace when it enters the airspace without having received prior clearance to do so. When an aircraft is detected as infringing, controllers must ensure a minimum separation distance of 5 nautical miles between it and any known heavy commercial traffic. Whilst some infringements can be relatively innocuous, serious infringements threaten the safety of pilots and passengers in the vicinity, create delays to commercial traffic and incur expense.

From January to March 2009 the number of risk-bearing infringements was nearly double the same period of 2008. NATS recognised this as one of their biggest and fastest growing risks, and that it required radical mitigation to tackle the problem. NATS had already taken several measures to reduce the risk from infringements. Operations Analysts looked within the operation and beyond into the General Aviation (GA) community to gain a picture of the needs and opinions of pilots. Incident investigators focussed on discovering some of the reasons behind infringements in UK airspace.

Research suggested that the two main causes of unauthorised airspace infringement are a loss of positional awareness and a lack of knowledge regarding controlled airspace boundaries and airspace changes. By March 2009, key people at NATS began to discuss a simple, low-cost yet potentially extremely effective tool to reduce airspace infringements. It was believed that such a device, if used correctly, would help pilots ensure that they do not enter controlled airspace without being aware of its existence. Widespread use of such a device might prevent airspace infringements at source, potentially averting a serious breach of safety and also reducing the need for costly mitigation in Terminal Control and at Airports.

So what is Aware?
Aware is a low cost GPS with a freely updatable airspace definition, offering the user key basic information on the safe conduct of their flight, i.e. their position and timely warnings of controlled airspace, obstacles and other en-route hazards.

Low cost is perhaps not something the reader would associate as being a critical factor in aviation; it is a common misconception that private flight is a sport reserved only for the wealthy. It is, in fact, possible for an aviator to buy an airworthy craft for less than £1000 and fly that perfectly legally for little more than the cost of getting to the launch site. Whilst there are very wealthy people in aviation, they are in the minority. Set against that background, the entry level cost of a colour aviation GPS is around £600. Additionally, there would normally be a cost of at least £35 a month to keep the

A typical Aware display, showing a potential infringement about to occur
One, either because they don't like Airfields. For many, making the transition jostle for space with a myriad of private Stansted, and Gatwick control zones all practical. This is most apparent in the navigational aid is becoming increasingly traditional, the support of an electronic an essential skill to be able to navigate with. Whilst it will always be with only a map, compass and stopwatch didn't like technology. Many pilots still fly Airbox wanted to attract were pilots who one of the key groups that NATS and control. This was felt to be very important, because infringement Lead going out to explain directly to aviators how to avoid infringements, however, the Aware is widely acknowledged to have made a substantial impact on infringements.

Conclusions
By helping private aviators to help themselves, the relationship between the authorities and the industry has been vastly improved, leading to benefits for both sides. It was a hugely brave and bold step for NATS to work directly on a commercial product and to endorse it thereafter, but the payback has been almost immediate and very tangible. Airbox too have seen their brand profile increase in a variety of ways. Although the Aware itself is very low margin, it has brought improved recognition in the marketplace and has increased sales for other products in the range.


Does it work?
Both NATS and Airbox are optimistic about the impact of the Aware. NATS have reported a drop in infringements of 38% this year, despite estimating a slight increase in traffic. Not bad for a device that was only launched in February 2010. That drop is attributable not only to the Aware but also other initiatives such as the Farnborough Lower Airspace Radar Service and the hard work of the NATS Infringement Lead going out to explain directly to aviators how to avoid infringements, however, the Aware is certainly revolutionary, but perhaps less tangible. An authority has collaborated and worked with the community to help solve a problem affecting both sides. General aviation has always had a slightly uncomfortable relationship with the regulator and authorities governing it; the Aware turns this on its head. NATS does not wish to restrict use of any airspace, but needs pilots to stay clear of controlled airspace where they have not got permission. Through Aware, NATS have helped to reduce the cost to the pilot of complying with this requirement. Everyone wins, and the community has taken notice of this, leading to a significant improvement in the relationship between NATS and the community.

What does the Aware do?
First, it shows the pilot their position on a Civil Aviation Authority half million scale chart. This is the chart that you would find in the cockpit of the vast majority of UK GA aircraft, where it is a legal requirement to carry a paper map. The advantage of this is that the pilot can see his or her position on a chart which is familiar. The second key safety feature is a really clear audible and visual warning if there is a risk of infringement. The Aware will highlight airspace in red and brings up an information box telling the user the type of airspace, the heights at which the airspace is controlled and the distance. The Aware intelligently filters out airspace to prioritise warning the user about the most important types and only warns them about airspace which is pertinent to their flight. This is particularly important because of the three-dimensional quality of flight, where users can easily climb or descend vertically into controlled airspace.

The Aware also has some other simple features, which improve safety, but, surprisingly, are missing from many more expensive GPS units. An example is a display of the aircraft position in plain English (e.g. 10NM East of Heathrow). This enables the pilot to report their position accurately and concisely to air traffic controllers. Crucially it also means that they are reporting their position relative to something that will be understood; in a recent example a pilot related their position to a UK controller as 300 miles west of Tulip.

Aware itself is very low margin, it has increased in a variety of ways. Although the Aware is carrying a very low margin, it has brought improved recognition in the marketplace and has increased sales for other products in the range.

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Despite the simplicity of the Aware, it has a feature that is particularly important because of the increased use of technology and the increased use of electronic flight planning systems. The Aware has a feature called “Digital Airspace”. This is a feature that is particularly important because of the increased use of technology and the increased use of electronic flight planning systems. The Aware has a feature called “Digital Airspace”. This is a feature that is particularly important because of the increased use of technology and the increased use of electronic flight planning systems. The Aware has a feature called “Digital Airspace”. This is a feature that is particularly important because of the increased use of technology and the increased use of electronic flight planning systems. The Aware has a feature called “Digital Airspace”. This is a feature that is particularly important because of the increased use of technology and the increased use of electronic flight planning systems. The Aware has a feature called “Digital Airspace”. This is a feature that is particularly important because of the increased use of technology and the increased use of electronic flight planning systems. The Aware has a feature called “Digital Airspace”. This is a feature that is particularly important because of the increased use of technology and the increased use of electronic flight planning systems. The Aware has a feature called “Digital Airspace”. This is a feature that is particularly important because of the increased use of technology and the increased use of electronic flight planning systems. The Aware has a feature called “Digital Airspace”. This is a feature that is particularly important because of the increased use of technology and the increased use of electronic flight planning systems. The Aware has a feature called “Digital Airspace”. This is a feature that is particularly important because of the increased use of technology and the increased use of electronic flight planning systems.
The Livery Schools Link

Assistant Dacre Watson

One of the less well known committees the Guild is involved with through the Education and Training Committee is the Livery Schools Link (LSL) and I represent GAPAN on the management committee having replaced Captain John Mason in 2009. But first some history.

In 1993 the Lord Mayor of London set up a Livery group named LOGVEC through which Livery Companies could help schools in the four boroughs adjacent to the City of London. In 1999 John Mason suggested to the Adoption of Schools Working Party, later to become the Livery Schools Link, that money could be raised for schools with a Livery Companies Golf Day and the Working Party decided that any money raised by this event should be given to the Duke of Edinburgh’s Award to be used in schools of its choosing. The first golf day for what is known as the Ray Jeffs Cup was in 2000 and it is now an annual event in which 26-28 teams from over 20 Companies compete, some entering two teams. These matches are always played at Hartham, Witney Golf Club, a rather challenging course.

Each year approximately £3,500 is raised in this way and the money has been passed to the Duke of Edinburgh’s Award in order to help over 20 schools set up or fund their schemes. These schools are spread throughout the greater London area from Islington to Romford and Lambeth to Sidcup, the common feature being that they are all in deprived areas where education needs are greatest and as long as there are schools wishing to start a scheme, D of E Award will continue to provide funding to help them do so.

Since September 2010, presentations of £1,200 each have been made to New Addington High School, Croydon, and to South Camden Community School in order to help kick-start the schools in the D of E programme. There is a further award due to an as yet un-named school, probably in May of this year.

A second activity organised by John Mason is the Schools Gliding programme. Since 2004 the Guild of Air Pilots Benevolent Fund (GAPBF), through the involvement of GAPAN with LSL has made available grants of money for use by secondary schools and academies in Inner London Boroughs to give gliding experience to their students. High Flight, a charity supported by British Airways is also prepared to contribute money which may be allocated to schools outside the four boroughs. The flying is undertaken by the London Gliding Club based at Dunstable in Bedfordshire. From the start of the Schools Gliding Program 17 schools have taken part and 303 young school children have had a flight in a glider, the funds allowing eight schools to take part in each year.

The commercial rate is normally £90 for a flight, but by virtue of charitable support the charge set by LGC is only £45 and of this £37 is paid for by GAPBF, the student having to find £8 as a measure of commitment. In cases of real financial hardship where even the figure of £8 is too high, the GAPBF may agree to make this contribution on behalf of the student.

One of the problems these schools have is in releasing the two or three teachers necessary to look after the children for the day and this has proved to be a real impediment to some schools from being able to take up the offer. While only one teacher is required to accompany the children in the bus, up to two others are needed when they arrive at Dunstable.

John Mason will have a better idea of the gliding dates when Guild assistance could be needed and he is happy to make a list of those who may be able to help on days not yet booked. CRB checks are not required for these days. If any Guild members would like to have their names placed on a list of potential helpers, please contact John Mason at johnmason37@onetel.com

Have you ever thought of becoming a School Governor?

During the evening of 12 January earlier this year, LSL held a small reception at Goldsmiths’ Hall for a number of Livery Companies in order for them to receive a briefing by Steve Acklam, Chief Executive of “School Governors One Stop Shop” (SGOSS) on the role Livery members can play as Governors of schools.

While LSL is an organisation funded by subscription from Livery Companies and was set up to promote support for schools in the Greater London Area, we in GAPAN acknowledge that few of our members actually live within London or the Home Counties; indeed, you may live in a rural village with a Primary school or a larger town away from London with a number of Secondary schools, and you may have wondered how you can volunteer to serve as a School Governor.

In the 21,400 state schools in England there are about 300,000 School Governor places of which some 40,000 are vacant at any one time.

Briefly, the responsibilities of School Governors are varied, but they make important collective decisions on the running of the school and the governing body is responsible for providing strategic direction, ensuring accountability and monitoring of school performance. Planning a school’s long-term future, budget control and appointment of senior staff, including the Head Teacher, are amongst further responsibilities.

You may not think that you have the qualities to be a School Governor, but aircrew spend their working lives managing complex machines and equipment, working with large crews or ground teams and for the most part have the inter-personal skills to get the best out of the people they work with.

The time commitment is not as onerous as one might think; 6-8 hours a month during term time seems to be normal and involves meetings of governors, some committee work and whatever preparation by reading is required.

The actual appointment is the responsibility of the Local Authority and/or governing body of the individual school. However, even approaching a school can be a daunting prospect and this is where School Governors One Stop Shop would come in. You can approach them, tell them where you live (anywhere in England) and that you wish to be considered as a school governor; they will then undertake to introduce you to a suitable school near you. SGOSS remains in contact with you until you have been placed within a school and will keep you informed on the progress of your application. If a school near you has a vacancy and has already approached SGOSS your application might be submitted directly to that school.

Should any Guild member wish to enquire further, you can find out more from the website at www.sgoass.org.uk or contact me at dacrewatson@btinternet.com and I can put you in touch.

You can make a difference.
MEMBERSHIP
The Club membership stands at 120. The largest membership in the Club history.

PROGRAMME
After a glorious start to the beginning of the season the flying programme was again adversely affected by the weather in the second half of the summer.

Keyston
At last, after four years when we have been frustrated by the weather, we were able to accept Cliff Spink’s invitation to fly into his local strip at Keyston. Seven aircraft and one car brought sixteen members and friends for pre-lunch drinks at Cliff’s followed by lunch at the award winning ‘Pheasant Inn’.

Oaksey Park
Once again the most popular visit was for lunch at Oaksey Park, organised by resident Club members David Mathers and Dacre Watson. On a glorious day seventeen aircraft arrived, including the first helicopter to attend one of our fly-ins, with thirty-four members and friends sitting down to lunch.

North Moreton
On another glorious summer day, Club members flew or drove to Peter and Polly Vacher’s private airstrip for a picnic. The day had been arranged to coincide with Peter’s Hurricane returning to the airstrip after displaying at the Cotswold Airshow. Members were entertained to their personal display before the Hurricane landed and became available for a close inspection by the visitors.

Halfpenny Green
The weather changed for the visit to Halfpenny Green, organized by Assistant Diana Green. Three aircraft managed to arrive and seven members and friends sat down for lunch.

Compton Abbas
Again the weather intervened to limit attendance. Only two aircraft managed to fly in but there was a good attendance by road, including Basil Evans arriving on his motor bike. Eventually eleven members and friends were able to lunch in Compton’s excellent restaurant. A good number in view of the weather but a disappointment to organizer Gerry Gerrard who was expecting an attendance of at least twenty-five.

Goodwood Breakfast Club
The first visit to Goodwood for one of their Breakfast Club mornings, in conjunction with a motor club meeting, had two Club members fly in. Unfortunately they were unable to meet due to the large attendance and, further more, breakfast was ‘off’!
Shobdon
For the second year in succession bad weather in the south and east meant last minute cancellations and only two aircraft arrived, to be met by owner David Corbett, for lunch at the flying club.

Le Touquet
Three of the monthly fly-ins to Le Touquet attracted members with a total of seven aircraft and nineteen attendees enjoying lunch at either the airport restaurant or in the town.

'Snapshot' Formation with Janet Missen in the Left-hand HS125

Club Members survey the Fish Counter at ‘Le Perard’ Restaurant, Le Touquet in April

Lunch at Le Touquet’s Airport Restaurant, ‘L’Escale’ in June. (Copyright Alan Tipper)

'French Leave'
The visit to Chateau Monhoudou, which has its own airstrip, attracted three aircraft with a total of five members enjoying the hospitality of a classical French Chateau. It proved so successful that those who went have asked for it to be included in this years programme.

Chateau Monhoudou (Copyright Gerry Gerrard)

CLUB LUNCHES
Over 30 members and friends attended the, ‘Start of the Season Freddy Stringer Memorial’ lunch at the West London Aero Club in April.

A Selection of ‘The Usual Suspects’ at the April Lunch. (Copyright Gerald Hackemer)

The ‘Summer Lunch’ was held on a delightful summer day with over 30 members enjoying a typical West London Aero Club barbeque and it was a ‘full house’ again for the ‘End of the Season’ lunch in November.

Gerry Gerard (Left) and Owen Cubbitt Ready to depart for Compton Abbas and Denham respectively. (Copyright Gerald Hackemer)

WEB SITE
Thanks to the efforts of Andrew Gault, son of Club member Roger Gault, the Club has now developed its own web site. The site will be embedded in the Guild site and will enable Club Members to see the Programme, find out who has indicated that they will be attending Club events and whether they empty seats in their aircraft for passengers. Conversely members who would like a lift to a particular event will be able to indicate their requirements on the site. Keep an eye on the Flying Club pages for when this becomes available.
Jim Devlin made aviation history with the most number of hours - 35,000 - in Twin Otters operating a Twin Otter aircraft.

Despite a touch of fog off Indian Arm in the morning, it was a beautiful sunny day to fly and say so long to the skies he's called home since skipping high school basketball and selling his Triumph motorbike for his pilot's licence in 1963.

"I guess it's going to hit me at some point. Flying is certainly something I've enjoyed, but there's a time for everything I guess," said Devlin, 66, who raised four children and is a grandfather four times.

Devlin leaves the clear blue yonder with more than 44,000 hours of flight time -- the equivalent of more than five years in the air. That included 35,000 hours guiding Twin Otters on wheels, skis and pontoons, the most of any pilot in the world with the de Havilland-built aircraft.

He's flown a variety of craft over the years, including Cessnas, Norsemen, Beavers and single-engine Otters -- but prefers the Twin Otter, which Devlin says "has become a vital airplane in the history of transportation, particularly in the opening up of the north."

There have been a few close calls over his career, but nothing Devlin considers too nerve-racking. He says the Otter's reputation as a durable and rugged aircraft is well-earned. "We lost an engine over Kitsilano one time and I just told passengers to look out their windows and notice that one of the engines wasn't working. I said we're heading back to base, where we just got on another plane," said Devlin. "It's a good plane, extremely reliable."

Devlin started his long commercial career in northwest Ontario with Superior Air, based in Port Arthur -- now part of Thunder Bay -- and moved on to Air Park, where he flew routes in Manitoba, Ontario and the north. He later moved to Vancouver Island, where he was base manager for Island Air in Campbell River. He also worked for Air West and its successor Air B.C.

For the past 18 years, Devlin has flown Victoria harbour to Vancouver harbour, mostly with West Coast Air, which was bought out by Harbour Air Seaplanes earlier this year. As he made his last three flights between the two harbours on Thursday, Devlin said he had mixed emotions about leaving the career he had
At the Annual General Meeting of the region held in Sydney on 8 March, the Executive Council for 2011 was declared as follows:

**Elected Officers**
- Chairman - Captain Buck Brooksbank
- Deputy Chairman - Ms Sue Ball
- Secretary - Captain Sandy Howard
- Treasurer - Mr John Eacott
- Technical and Air Safety Director - Dr Rob Lee
- Ordinary Member - Mr John Colwell
- Ordinary Member - Mr David MacDonald
- Ordinary Member - Mr Harold Walton

**Appointed Officers**
- Education & Training Committee Chairman - Wing Commander Stephen Phillips (Ret’d)
- Governance Sub-committee Chairman - Captain Buck Brooksbank
- Trophies and Awards Committee Chairman - Captain Peter Raven
- Welfare Officer & Chaplain - Rt. Rev. Dr. Tony Hall-Matthews
- Wed Editor - Ms Sue Ball
- Representative at Court - Captain Trevor Jensen
- Hon. Legal Advisor - Mr Spencer Ferrier

AUSTRALIAN REGION Executive Council 2011

Assistant Secretary - Mr Mike Cleaver
Regional Newsletter Editor - Mr Harold Walton
Chairman, SA Working Group - Mr Rob Moore
Chairman, Qld Working Group - Captain John Howie
Chairman, ACT Working Group - Mr Mike Cleaver

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Editor’s Note: Captain Devlin looks like an ideal candidate for Guild membership.