



AIR PILOT

INSIDE

**TROPHIES & AWARDS
RED ARROWS PROFILE
TRAINING FOR UPSETS**





THE HONOURABLE COMPANY OF AIR PILOTS

incorporating Air Navigators

PATRON:

His Majesty The King

MASTER:

Richie Piper Esq BSc(Hons) FRAeS

CLERK:

Paul J Tacon BA FCIS

Incorporated by Royal Charter.

A Livery Company of the City of London.

PUBLISHED BY:

The Honourable Company of Air Pilots,
Air Pilots House, 52A Borough High Street,
London SE1 1XN

EMAIL: office@airpilots.org

www.airpilots.org

EDITOR:

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

DEPUTY EDITOR:

Chris Long FRAeS EMAIL: deputyeditor@airpilots.org

EDITORIAL CONTRIBUTIONS:

The **final** copy date for the February 2025 issue is

Monday 16th December 2024

FUNCTION PHOTOGRAPHY:

Gerald Sharp Photography

View images and order prints on-line

020 8599 5070 / info@sharpphoto.co.uk

www.sharpphoto.co.uk

PRINTED BY:

Printovation Ltd 01494 478870

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



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



DIARY



Applications for Visits and Events

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

DECEMBER 2024

10 th	APT/AST	APH
10 th	APFC talk: Wg Cdr Richard Beaton RNZAF	Zoom
12 th	GP&F	APH
12 th	Company Carol Service	St Michael Cornhill
12 th	Carol Service Supper	The Factory House

JANUARY 2025

14 th	APFC talk: Sir Ian Macfadyen	Zoom
15 th	T&A Committee	APH
21 st	ACEC	APH
23 rd	GP&F	APH
23 rd	Court	Cutlers' Hall
28 th	APBF	RAF Club
29 th	Luncheon Club	RAF Club

FEBRUARY 2025

11 th	APFC talk: Dave Fry	Zoom
13 th	GP&F	APH

Cover photos: North American Harvard over Mt Aspiring, NZ – see p36 (John King); Presentation of the RCAF Centenary Sword at the T&A Banquet (Gerald Sharp)

Guidelines for submissions to Air Pilot

Please submit contributions as follows:

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



A MESSAGE FROM YOUR EDITOR...



The unexpected, by definition, happens when you least expect it.

There can be nobody who has had charge of any means of transport, whether on land, sea or in the air; who has not experienced the unexpected. For the

vast majority, the unexpected incident will have been no more than a nasty fleeting surprise, rapidly recovered from and quickly forgotten – but hopefully not before those who experienced it had learned a valuable lesson or two that have been retained as armour against future surprises. There are two parts to mitigating against the effects of the unexpected: reducing the likelihood of it happening, and being better prepared for dealing with it when it does.

The experienced skipper will have already trimmed the sails before a squall on the horizon reaches the yacht; the experienced motorcyclist will have moved inboard of the white centreline before the blind bend or brow; the experienced motorist will have noted the signs of frost and shade on the potentially icy road.

The experienced pilot will be well-prepared and well-trained for the most obvious failures and emergency situations, for instance an engine failure on take-off or approach, but when did the simulator instructor last throw an all-engines flame-out in the cruise? Do you actually know how close your aircraft flying on autopilot under a fuel-optimised automated flight plan is to any of the edges of its safe operating envelope, and what change to any of its operating parameters or the environment in which it is flying would take it over one of those edges?

The importance of preparing for the unexpected is reflected in Shane Tobin's piece on Upset Recovery and Training in this issue. It is too late to start working up an instinctive, trusting collaborative approach in the cockpit to dealing with the unexpected when a surprise incident is already underway. That is also one of the reasons why the continuing desire of the airlines and manufacturers to introduce single-pilot operation needs to be challenged – two heads will always be better than one when finding solutions to the unexpected. It is also a reason why the renewed focus on pilot mental health, discussed by the DAA in this issue, is so important – quite apart from the potential harm to the individual, a pilot wrestling with personal problems is not well-placed to deal effectively with operational ones.

Allan Winn - Editor

IN THIS ISSUE...

NEWS

- 4 Culdrose visit
- 6 Watercress Line trip
- 8 Farnborough visit
- 9 Luncheon Club
- 10 CAA visit
- 11 Letter to the Editor
- 11 Gazette



P4

REPORTS

- 12 Master's Message
- 13 London Air Ambulance aid
- 14 REGIONAL REPORTS
 - 14 Hong Kong
 - 15 North America
 - 16 Australia
- 17 Young Air Pilots
- 18 From the Desk of the DAA



P20

FEATURES

- 20 Trophies & Awards Banquet
- 22 Trophies & Awards recipients
- 32 Affiliated Unit – The Red Arrows
- 34 The Tymms Memorial Lecture
- 35 Dining at Rules
- 36 The story behind the Cover
- 37 Upset Prevention & Recovery Training
- 38 Comet in the Archive
- 39 Book review
- 40 Into the Overshoot



NEWS ROUNDUP



RNAS CULDROSE – A SOBERING VISIT

By Liveryman Vic Flintham

The latest coup from organiser David Curgenven, instigated by past-master Robin Keegan, was a visit to HMS *Seahawk* (RNAS Culdrose) on Thursday 17th October. Twenty were booked, and given its location at the far end of the country, six had elected to fly, but it was not to be. On Wednesday, travel day, the weather was appalling with rain of biblical proportions, fog/low cloud and embedded CB cells ("...the windows of heaven were opened..." Genesis ch7 v11) so it was drive – for several, round trips of 800 miles (1,300km).

The group gathered for dinner, joined late by IPM Legat who had travelled via London and lunch at the Butchers' Hall – no sympathy for missing supper, then! The following morning, we assembled for briefing by our congenial host Upper Freeman Cdr Jason Phillips OBE RN (ret) who has had a distinguished career, and was our 'Mr Culdrose'.



An ASW Merlin shows off its large size and single-wheel undercarriage (all pics V Flintham)

Unusually, Culdrose is a post-war airfield covering 800 acres (320ha), with 27 hangars and a large domestic site. Originally hosting training units, it was the home of anti-submarine warfare (ASW) Fairey Gannets, then evolving to be the centre of ASW helicopter operations. It employs over 3,000 staff and brings £100million annually to the local economy. The base now hosts three EH Industries Merlin squadrons, 814, 820 and 824 Naval Air Squadrons (NASs), the Merlin Training Facility (simulators), observer training with 750 NAS flying four Beech Avenger T.1 (King Air 350ER), and uncrewed air vehicles operated by 700X NAS at nearby Predannack. Culdrose also hosts a wide range of support training activity.

After this initial introduction, we were handed over to highly experienced Cdr Ed Holland, Commanding Officer 814 NAS, whose briefing was remarkably frank and jargon-free, while being both loyal and discreet. The total Merlin Mk 2 fleet is 30 aircraft, with 814 NAS having 10 on charge, 820 NAS probably more and 824 NAS (the training unit) perhaps four, with several machines always in the Merlin Depth Maintenance Facility (MDMF). The mission statement of 814 reads: "Provide Merlin Mk2 flights at high readiness, capable of delivering ASW effect from

single-spot ships around the world".

While dismissing the effectiveness of Russian aircraft, armour and surface vessels he observed that the submarine fleet was highly effective. It was critical that the enemy was understood and tracked, and that equipment and training were evolving constantly to meet fresh challenges. Of particular concern was the demonstrated potential for interfering with underwater cables or pipelines.

NAVAL DEPLOYMENTS

The role of 814 NAS is to provide ASW helicopters for deployment on Royal Fleet Auxiliary (RFA) vessels typically operating in the North Atlantic, on Type 23 frigates and Type 45 destroyers in the protection of British trade interests. In practice the RN enjoys a presence across the oceans of the world, usually excepting the Pacific. The squadron is also involved in exercises and formal events like flypasts, and participation in the annual NATO Tiger meet as one of two British representatives [See *Air Pilot* December 2023 - Ed]. (In contrast, the role of 820 NAS is to provide protection for the Royal Navy's carriers and escorts, so some are embarked on each cruise, including several Airborne Surveillance and Control (ASaC) system-fitted aircraft designed to detect aircraft and surface vessel threats.

For the standard ASW mission a crew of four is carried: two pilots, observer and aircrewman sonar operator. Flying is divided between right-hand seat (flying) and left-hand (comms and navigation), while the observer may also be the mission commander. The aircraft flies at up to 152kt (280km/h), or 80kt for maximum endurance, and is equipped with four Stingray torpedoes or MK 11 depth charges and up to 40 sonobuoys, both active and passive. In addition to the primary function, the Merlin undertakes SAR, casevac and transport missions and can also mount a potent M3M .50 calibre machine gun. It has four radios, two GPS, defensive aids, electro-optical/IR camera and the Kestrel track-while-scan radar.

At 64ft (19.5m) long, 22ft (6.7m) high and with a maximum TO weight of over 32,000lb (14.5t) the Merlin is not small, but the main rotor blades and tail fold enable it to fit into the Type 23 frigate's hangar. One noticeable external difference between the ASW variant and the transports flown as the HC.4, apart from the number of windows and lack of tailgate, is that the ASW version has



The Master explains to the group how close he got to the (simulated) carrier island

a single-wheel main undercarriage. The resulting wheel loading means that the ASW version is restricted to landing on prepared surfaces.

COMPLEX SIMULATORS

After a lunch of Cornish pasty and scones (jam first, then cream!) the group was taken to the Merlin Training Facility, for which read 'very complex simulators'. There are five of them, operated under commercial contract, each with its own military serial number, and including a cockpit dynamic simulator and a cockpit procedural trainer for pilots, observers and engineers.

The real business here is conducted by the instructors,

mostly recently retired senior aircrew, whose job is to set the simulation and then manage progress through a very large number of consoles, some replicating the instruments within the simulator; others showing the tactical situation or CCTV so that trainee physical performance may be observed.

It was in the cockpit trainer that a number of members had the opportunity of flying the Merlin. In this the Master performed rather too smoothly, so he was later persuaded to return for a 'photo opportunity' after which operator Lt Cdr Brendan Spoor was encouraged to introduce a few challenges. The Master managed to avoid flying into the carrier island but eventually a total overload saw him ditch: most unfair, but good fun, and it took him several hours to simulate drying out! The touring part of the day ended with the requisite group photograph and thanks to Jason for a stimulating visit.. □

CULDROSE TRAFALGAR NIGHT – AN EDUCATION

The Company had been invited to extend the visit by attending the Wardroom's annual Trafalgar Night dinner, an event packed with tradition, and hosted by Mess President Cdr Richie Turrell. It's surprising how much learning there is to be gained from such an event, like the proposition that laundry liquids are much less potent than they were - read on...

Whether adorned in dinner jacket or finest gown, peacocks and peahens were outshone by liveryman Cynthia Robinson resplendent in the mess dress of the City Livery Yacht Club, of which she is a Past Commodore. Proceedings started with compulsory G&T, and as conversation got under way it was interrupted by a call to order with a spectacular drum routine by the HMS Seahawk Corps of Drums.

Trafalgar Night is celebrated close to the anniversary of the Battle on 21st October each year. The format for the evening follows a pattern established over many decades, with nice touches like Nelson's flag signal "England expects..." printed on the reverse of name cards. A very fine meal supported by a generous (a bottle a head) wine selection was accompanied by music from the station Volunteer Band. So far, fairly familiar, but then visitors were treated to an education as large chocolate model men o'war were brought to each table, representing French warships of 1805. These were then smashed by Mess members and the pieces distributed: regrettably the vessel on our table was flying the white ensign!

At intervals throughout the meal the story of the Battle was recounted in vignettes by junior officers, of necessity



A chocolate man o' war under heavy attack

standing on their chairs to ensure attention. Port passed speedily, and after a fine speech by guest of honour Cdre Catherine Jordan, Head of the Royal Navy Culture Centre, there followed a silent toast to 'The Immortal Memory'. That was followed by extremely hearty singing of naval songs, the robust rendition of *Drunken Sailor* reflecting the state of many present.

At this stage most members were de-sobering after the serious business of the day, with much confabulation, most ill-remembered through a degree of collective amnesia. And the impotent laundry liquids? The smashing of the chocolate warship resulted in a large chunk of confectionary landing in your scribe's dinner plate, splashing gravy over the front of his dress shirt. Mrs F was not impressed, insisting that the shirt needed special pre-wash attention. The things you learn through Trafalgar Night. Thank you, David; thank you Jason. □

WATERCRESS LINE COUNTRYMAN LUNCH

By The Master

Lunch on a steam train travelling through the Hampshire countryside is a slightly different activity for the Air Pilots. Some members are aware that I am a member of the footplate crew at the Watercress Line heritage railway. A few also remembered that I chartered a train for a big birthday as Covid-19 was ending, and asked if I would be doing something similar during my Master's year. A notice in the Enews to determine the level of interest meant we reserved a carriage with 36 places.



The Air Pilots dine in style (R Piper)

The Watercress Line is an old main line railway that closed in 1973 and was re-opened by volunteers in 1975. It now extends 10 miles (16km) from Alton to Alresford with the loco depot midway at Ropley. The trains actually run past the bottom of our garden, so as our children grew up they considered steam the norm, with electric trains an exciting change when going up to London!

The line got its name from transporting watercress, which grows abundantly in water fed from the local chalk rivers, up to London to satisfy the demand of London restaurants. It was an alternate mainline from London to Southampton and for the Basingstoke line during maintenance and electrification of the latter. It supported the local villages much as in the film *The Titchfield Thunderbolt*. This included local trains detaching goods wagons on the move which the signalman would divert into the goods siding and a shunter or brakeman would slow to a stop by running alongside with a wooden pole to apply the wagon brakes - a practice health and safety does not allow these days!

FIRST-CLASS STYLE

The Countryman service provides a three-course roast lunch in a steam-hauled rake of 1950s Mk1 carriages. The Air Pilots were in the Fern carriage, an open first-class vehicle not dissimilar in style to those operated by the Orient Express.

With six carriages plus the loco and tender, the train weighed over 340 tons. I mention this fact as the Watercress Line has one of the steepest mainline gradients at 1:50, and the summit is nearly at the middle of the route. This means that the fireman has to start building up the fire 15min before departure to have enough steam to begin the climb, but can ease back after passing the peak. In the station, the fireman will concentrate on building up the back end of the grate and around the sides to the middle to start "cooking" the hard coal we use. Coal is not normally thrown to the front of the firebox in the station as this would generate smoke and not be good to our neighbours.

Once underway, some quick throws to the front will prevent holes forming in the coal bed. The fireman will then fire little and often during the climb, perhaps three or four shovels every minute, working the back, middle and front as needed. It is key to spot where the coal is getting thin, signified by brighter white flames, or where a hole has formed, where it will be darker and the grate more visible. Being able to accurately throw the coal to where it is needed is a key skill for a fireman. Maintaining the water level in the boiler as it is consumed generating steam is another critical task. The water level around the firebox also varies with regulator (throttle) position and the incline of the track, so the fireman must use steam pressure to inject water in the boiler to maintain a safe level. It is a role much like that of a flight engineer on a piston-engine airliner.



Assistant McGee contemplates life as a fireman (C McGee)

The driver is much like the captain of an aeroplane, the ultimate person in command responsible for train safety as well driving the train. The driving itself is not so challenging as firing, with braking to a halt at the correct place perhaps the hardest thing, as the vacuum brakes take a few seconds to go on and off.

The way the driver drives will greatly impact the fireman,



Rail Traffic Control is explained in the signalbox (Tim Dawson)

however. The reverser is a sort of gear lever to select not only forward, neutral and reverse, but also to alter the timing of admission of steam to the cylinders. The driver will start with maximum admission to provide the most power but once approaching 10mph will start "notching back" to reduce the time steam is admitted for greater steam economy. Thus, a good driver can reduce the amount of steam needed - and hence fireman's work - whilst a bad one can use a lot more steam and give the fireman a hard day.

FAST FREIGHT ENGINE

We ran behind 506, a Urie S15 two-cylinder fast freight loco built at Eastleigh in 1920 for the London and South West Railway (LSWR) where Robert Urie was the Chief Mechanical Engineer. It was based on his first engine design, the H15 from which the N15 passenger express and S15 fast goods were developed. The N15 and S15 were very similar except the S15 had smaller driving wheels, needed for traction on freight work, something that helped on our trip in conditions causing rail slip. Locomotive 506 was retired in 1964 having travelled more than 1.22million miles (nearly 2million km) in service. Like many steam locos, it ended up in the Woodhams scrapyard at Barry in Wales. The Urie Society was formed to preserve the S15 class, and 506 with its sister 499 were bought and brought to the Watercress line in 1975. After restoration 506 ran for 14 years, finally stopping in 2001 for a substantial restoration including replacing the front 9ft (2.7m) of the frames that had corroded through, and much boiler repair. After 18 years of work, mainly by volunteers, 506 returned to the metals in 2019 as the only S15 in service, and hopefully will be joined by 499 in a few years.

The train was actually a little late arriving at Alresford from the loco sheds at Ropley. The reason was the cold, wet weather and the dreaded leaves on the line causing wheelslip. The engine is also equipped with sanders to

drop special, very dry sand onto the track ahead of the wheels to aid traction. On this day 506 also brought a friend to help on the initial run, a very useful little blue engine that we call Dave, except when we pay a very big licence fee to Mattel, when he is allowed to be called *Thomas*. The two locos top-and-tailed the rake of six carriages to provide additional tractive effort. For those who had not spotted the additional engine, the signalling of whistles when starting off gave the game away.



Wannabe Thomas brings up the rear (Ian Melia)

The Air Pilots were welcomed to the railway at Alresford station by Chief Executive Officer Rebecca Dalley, who is also well known in aviation circles and later joined the second run to chat to guests.

FOOTPLATE VISITS

The loco was driven by Richard Faithfull, a very experienced driver and the first local driver allowed to take charge of the *Flying Scotsman* on the Watercress line when it visited a few years ago. Richard kindly gave permission for some of our members to visit the footplate. I also arranged for a few of our number to visit the Alresford signal box to see the sequence of tasks to enable to train to leave. The Watercress line is a single-line track controlled by block working by means of a token that must be carried on the loco. The token is released from an electric block machine connected to another at the end of the block. The signalmen communicate with each other via a series of plunger pushes ringing a bell at the other signal box, which concludes with the destination signalman releasing a token at the start in the signal box. Members enjoyed the three-course silver service meal which was cooked by an external caterer but served by volunteers, not an easy task with the train in motion.

My thanks to PM Peacock-Edwards for asking if I was going to offer the trip, and David Curgenvin for assisting me with handling the bookings. I would also like to thank those who bought Air Pilots key rings in aid of the Master's charities. □

COMPANY VISIT: FARNBOROUGH

By Associate Nathaniel McMurray

On Tuesday 24th September 2024 the Company had the privilege of visiting Farnborough Airport. This visit was not a Company first, our last visit having been in 2015. Since then, there have been several significant changes to the on-site facilities. For example, a new Gulfstream maintenance facility was opened in July 2020, a 175,000ft² (17,500m²) hangar project (called Domus III) has been completed and Flexjet's new private terminal building is due to be finished in 2026.



Air Pilots get the lowdown on a high-flying airport

Our hosts for the day were: Mark Sanderson, Group Corporate Responsibility Manager; Brian MacShane, Customer Services Manager; and Hangar Manager Stephen Nicholson. The visit commenced at 10:00 on a rather bleak September morning: members and their guests were met at the lovely security gate and were received very warmly by the airport staff.

In the meeting room Mark delivered a presentation on the history of the airport, common misconceptions, sustainability and then a look into the airport's future and major challenges it faces. We also heard about the proposed airport expansion plans. The team is currently in the process of submitting a planning application to increase the number of yearly movements from 50,000 to 70,000, including an increase in non-weekday movements from 8,900 to 18,900 per annum. As with any airport however, Farnborough is no exception to opposition, and Mark discussed local pushback to the proposed expansion. After a very informative presentation members and guests were split into two groups. My group was the first to depart on an airside drive. We boarded an airport minibus and drove onto the ramp, which spans an impressive 35 acres (14ha). On the drive we saw a large selection of aircraft ranging in size from the smallest private jets on the market to a private Airbus A320.

The next stage of our tour brought us to the new Domus

III hangar project. Construction of the hangar started in 2022, and it was formally opened in March 2024 following an investment of £55 million. The hangar is capable of accommodating some of the largest aircraft and next-generation business jets. We had ample time to explore this new facility, being allowed to walk the 300m-long hangar alongside the parked business jets. Amongst other things, we learnt that the airport employs a company to polish and mop the hangar floor several times each day - a small, but telling example, of the attention to detail underlying Farnborough's ambition to become the best private aviation airport in the world.

WAVE-SHAPED HANGARS

After this we embarked on the second stage of the tour, starting at Farnborough's iconic wave-shaped hangars. These hangars offer over 240,000ft² (24,000m) of parking space for based aircraft and we learnt that, depending on their size, up to eight aircraft can fit into each bay. One member likened the meticulous skill required in storing so many of these aircraft to a jigsaw puzzle or game of Jenga.



Farnborough's award-winning buildings

Finally, we were shown around the award-winning passenger terminal. The terminal houses a dedicated concierge, five spacious lounges, meeting rooms, a crew lounge and rest area, as well as an office for airport operations. In May 2024 Farnborough airport partnered with Lugano, a jeweller, to create the bespoke interior-designed lounge. Whilst travelling through the airport you can observe some of Lugano's products on display. This proved to be a highlight for some of our guests, who spent quite a while examining the exclusive pieces!

The day ended with a lunch prepared by an on-site catering team, who did a superb job. We listened to the closing remarks from the Farnborough team before heading home. I cannot thank the team at Farnborough enough for their hospitality and I know I can speak for all members when I say that we hope we can return soon. □

AIR PILOTS' LUNCHEON CLUB

By Liveryman Vic Flintham

Those members and guests attending the 68th meeting of the Luncheon Club on 25th September were treated to a fine and measured presentation by historian Guy Thomas. For a change the talk was about a British aviation pioneer, so less of the "There I was at 40,000ft" and rather more "Can I climb above the trees?"

The subject was Bentfield Charles Hucks and the trigger for Guy's research was an enquiry from the Friends of Highgate Cemetery about a burial there. It was fortuitous that Guy is a volunteer tour guide at the RAF Museum's



World War One in the Air exhibition, and he was able to investigate, write up and respond. That response, which had to omit a great deal of context and detail, was the basis for the talk.

The broader base for Hucks' career was Hendon Aerodrome, 'founded' at Colindale in 1862 by the descent of the hot-air

balloon *Mammoth*, which had taken off from Crystal Palace. (It was noted that co-pilot James Glaisher reportedly then repaired to *The Greyhound*, in your reporter's day a fine Fuller's pub!) The well-known pioneer Claude Grahame-White established Hendon having learned to fly in France and then buying a Bleriot XII monoplane that he flew from Hendon from October 1910, having bought 207 acres (83ha) of farmland east of the Edgware Road.

Grahame-White's Hendon then became the setting for Bentfield Hucks' flying career. Hucks was born in Essex in October 1884 and after school he took an apprenticeship as a motor car mechanic. Aviation caught his imagination and in 1910 he joined Grahame-White as a mechanic tending to his Farman biplane, accompanying G-W to the United States where he was able to make several short flights. As an indication of the unregulated nature of flying, the unqualified and inexperienced Hucks was invited by aircraft designer Robert Blackburn to become his test pilot at Filey in Yorkshire. He was among pilots to compete in the second *Daily Mail* £10,000 Circuit of Britain air race in 1911 but had to withdraw after his Blackburn suffered engine problems.

FIRST TO LOOP

After demonstrating Blackburn aircraft across the country, undertaking some 90 flights and covering over 1,000 miles (1,600km), Hucks worked for Grahame-White again before starting his own business venture as a display pilot in 1913. He had bought a two-seat Bleriot – possibly

a XI-2 – named it *Tornado* and used this for displays through the summer of 1913. Hearing that the French pilot Adolphe Pégoud had flown a Bleriot inverted, Hucks now ordered a new aircraft with strengthened fuselage in order to emulate the Frenchman. He then became the first British pilot to loop the loop, to a height of only 1,000ft, at Hendon on 27th November in front of an ecstatic crowd of 50,000.

Hucks continued his display flying, which extended to stunts like flying between the towers of Lincoln Cathedral, but war was now looming. He returned to Hendon and volunteered his services and his small fleet of three Bleriot to the Royal Flying Corps: one of his aircraft remains in flying condition with the Shuttleworth Collection.

Commissioned as a captain in the RFC, Hucks flew his own aircraft, now with serial 619, and was also involved in delivering aircraft to France where he apparently enjoyed occasional reconnaissance sorties. In 1915 he suffered a bout of pleurisy and was invalided out of the service, but he returned to test flying and delivering Royal Aircraft Factory BE.2cs for Ruston and Proctor. He went back to Hendon test-flying for AirCo where he continued to demonstrate aerobatics. Sadly, his health deteriorated, and he succumbed to pneumonia on 7th November 1918 at the age of just 34.



Mr Hucks – "The Upside-Down Aviator"

How do we remember Hucks? In the Hucks starter, of course, a device fitted to a Ford Model T chassis for starting piston-engined aircraft without hand-swinging the propeller. Less well-known is that he collaborated with Maj Jack Savage on the testing of paraffin oil injection into the engine exhaust to generate smoke, later used by Savage with his sky-writing Royal Aircraft Factory SE.5a fleet. Guy Thomas alerted his audience to a true pioneer, no doubt a cautious but brave early test pilot. As for the 'Bentfield' moniker – that was where he was born! □

COMPANY VISIT: CIVIL AVIATION AUTHORITY

By Associate Lt Andrew Kuribayashi-Coleman

Thanks to Upper Freeman Jordan Bridge's organisational efforts, on Monday 8th July, Company members had the opportunity to visit the home of the Civil Aviation Authority (CAA) in Crawley, West Sussex. Our day was filled with enlightening presentations and engaging discussions focused on youth outreach, general aviation, and innovation.

Our day commenced with a warm welcome from Sumant Gupta who delivered a compelling talk on youth outreach and engagement efforts. This session highlighted the CAA's current initiatives to inspire and educate young people about careers in aviation, emphasising the importance of attracting fresh talent to the industry.



The group gathers at the CAA (Pics by Will Wright)

Following this, we had the pleasure of listening to Jordan Bridge, who provided an insightful overview of his role at the CAA in general aviation regulation. Jordan's talk delved into the various aspects of aviation that are critical to the industry, shedding light on both the challenges and opportunities that lie ahead with technological advancements. Discussion centred around novel regulatory challenges and opportunities following Brexit.

INNOVATION

Next, James Bell from the CAA's Innovation Strategy team took to the stage to outline key innovation efforts within the CAA. His presentation was particularly inspiring, showcasing the forward-thinking approaches that we can all look forward to over the next decade or so. James emphasised the key roles of innovation in enhancing safety, efficiency, and sustainability in aviation, but also the workforce requirements that are essential to sustain this area of the industry.

Following a light sandwich lunch - which provided Company members the opportunity to network amongst the CAA speakers - members headed to



Young Air Pilots wrestle with cutting-edge engineering technology!

the STEM Centre at Gatwick Airport's South Terminal. Here, we were greeted by Billy, a 20-year-old apprentice in his fourth year of his apprenticeship at the airport. Billy shared a candid story of his journey so far, and experiences as an apprentice, presented through the lens of those in similar situations looking to leave school. His passion and enthusiasm for his work offered a glimpse into the future of aviation through the eyes of the next generation.

The STEM centre was the most challenging part of day for Company members, as members were put through their paces in attempting the timed taxiway lighting unit replacement challenge. Following a varied display of attempts - operating a torque wrench is clearly an alien concept to some Company members - it's clear that safety-critical engineering tasks really are really best left to engineers.

This visit programme was a notable experience, leaving a strongly optimistic impression on Company members about the future of aviation regulation, through the motivation and dedication exhibited by the non-aircrew members of the Aviation community. □

Jordan Bridge enthuses on working in the CAA



LETTER TO THE EDITOR

Dear Sir,

Air Pilots Northolt visit - crash landing

Our next-door neighbour where I grew up in Harrow-on-the-Hill was Capt W J Johnson - also known as 'Rooftop' for obvious reasons - when the Railway Air Services Douglas Dakota he was flying failed to climb on take-off [Air Pilot, October 2024]. In his logbook Notes column, he wrote: "Crashed".

"Rooftop" Johnson's eponymous incident



W J recognised that I was a dead keen aviator at the age of 12, and he took me to the International Air Radio simulators at Heston to fly the Vickers Viscount and Vanguard.

He also gave me flight plans etc from his trips which I was able to use in the DH Comet 'Simulator' which I created in my bedroom (with photos kindly supplied by De Havilland). This was fully static but had realistic engine noise provided by tape recording my mother's gas cooker for 1 hour 15 on a typical LHR - GVA 'flight'.

WJ became General Manager Training at BEA. He kindly left me his Navigational Computer Mk III for later use in the CCF.

Liveryman Stephen Bruh

□

The report on the Northolt visit in the October issue was wrongly attributed to Freeman David Alexander: the author was, in fact, Assistant Glen Fricker. Apologies to both for a slip of the Editorial finger.

GAZETTE

APPROVED BY THE COURT 14 NOVEMBER 2024

ADMISSIONS

As Upper Freeman

Thomas ASELTIME (NA)
William George BROOKS
Aaron Peter CLARK (NA)
Geoffrey Ross CONSTANTINE (AUS)
Catherine Louise CONWAY (AUS)
Mary Vogel GILBERT (NA)
Claire Louise HATTON
Christopher HOPE
Anthony Brett LUCAS (AUS)
Ashley Shane McALPINE (AUS)
Shane Dominic TOBIN (AUS)
John TOUGAS (NA)
Soren Lindqvist WESTERDAHL

As Freeman

Russell Kenneth DAVIES
William FLAVELLE (NA)
Richard Peter HUBBARD
Hoi Shan HUNG (HK)
Susanne Elizabeth McGOUGH (AUS)
Cleveland KARREN (NA)
Andrew Richard PRICE
George Henry Noah SCURR
Edward Peter SMITH

As Associate

Ann-Marie BALDWIN
Mathieu GAUTHIER-THORNTON
Anika Jasmin GIEZEKAMP (AUS)
Rowan William GOFF
Benjamin Eric Harry GRZESIAK
Zachary HART (AUS)
Nancy LILLINGTON
Hannah Leigh McCANN
Daniel James OLIVER (AUS)
Kai Joel STANBRIDGE (AUS)
James Matthew WALKER
Thomas James WASSERMANN
Darien Michael Patrick WRIGHT (AUS)

SCHOLARSHIP WINNERS 2024

Piers Graham Kenneth Henry Austin -Foss
Lewis Bricknell
Christopher Rhys Edmunds
Sophie Elwes Gairdner
Ciarán Michael Haverty
Darrell Kovac
Thomas Alexander Laidlar
Shivam Mukesh Patel
Paul Sodagar

Jordan Smith
Eleanor White
James David Wilson

ACKNOWLEDGED BY THE COURT 14 November 2024

REINSTATEMENT

As Upper Freeman

Aminta HENNESSY (AUS)

As Freeman

Barry Arthur SADLER (AUS)

REGRADING

To Livery

Richard CROCKETT
Angelo LAPETINA
Jacob Hal NEWBERRY
David Hiu Fung SAMPSON
Lucy Burwell YOUNG

As Upper Freeman

Ronald HUME (NA)

RESIGNATIONS

Anthony AUBREY
Nigel BAIRSTO
Colin BREMNER
Michael CHEUNG (HK)
Christopher CIRKO (HK)
Martin EDSER
David EVANS



John FROELICH
Adam GLENDINNING (HK)
Basil HERSOV (OS)
Paula JOHNSON (OS)
Richard KING
Michael LOWES
Douglas MARTIN (HK)
Shaun McCONNELL
Jeffrey MONNICKENDAM
John NICHOLLS
Andrew RICHARDSON
John SAUNDERS (HK)
Andrew SCOTT (NZ)
David TRIBE
Corey VANELLI (HK)
John VINCENT
Morne VISAGIE (OS)
Robin WICKS
Rose WALTERS
Johannes van WYK (HK)
DECEASED
Anthony BLACKMAN
John COLWELL (AUS)
John MASON (OS)
David WHITE





THE MASTER'S MESSAGE

By The Master, Richie Piper

I write this message and email it to our excellent editor whilst on a Boeing 777 to Hong Kong, as Gill and I head to Perth to start Part Two of the Master's tour. Who needs to watch films?

Fresh in our minds is that special event in the Air Pilots' year, the Trophies and Awards banquet. It is greatly enjoyed not only by Air Pilots but also by our many award winners and guests. This year we were honoured by the presence of the Lord Mayor and Lady Mayoress, His Royal Highness The Duke of Kent, the two Sheriffs who had recently taken office, Air Attachés from three countries and Masters of other Livery companies. It is with pride I can report how much these special guests enjoyed and were impressed with the evening.

Our amazing team that, year after year, delivers such a superb event really deserves so much praise. Our Learned Clerk Paul Tacon undertakes a massive amount of work in preparation for the event. Our Beadle Ted Prior supports the Clerk to ensure everything happens when it should, acts as Master of Ceremonies and gently tells me what I should be doing next! And our fantastic team of Eloise, Angie, Anna and James at Air Pilots House works tirelessly in the run-up to, and on the evening of, the event. We are so blessed to have such a brilliant team.



James Ng, Anna Sykes, Angie Rodrigues and Eloise Cummins: the team (with the Clerk) behind the T&A

During the evening, I had the honour and pleasant duty of presenting a centennial sword to the Royal Canadian Air Force. On the Master's Tour of North America, I had the privilege of meeting the Commander of the RCAF, Lt Gen Eric Kenny, and hearing of the programme of events to mark the centenary, which included our own affiliate the Red Arrows flying over to display with its Canadian equivalent, the Snowbirds, at several air shows.

The abbreviated citations announced by the Learned Clerk give an insight to skill and dedication to duty of the

recipients [*similar summaries are included in this issue, and the full citations, as printed in the booklet distributed on the evening, are viewable on the Company's website – Ed*]. Every year the T&A committee ensures that the high standards are maintained and for me, the continued excellence and extreme bravery of the winners of the Prince Philip Helicopter Rescue award each year are frankly humbling.



Presenting the RCAF Centenary Sword to Col Jonathan Bouchard

We were delighted that His Royal Highness The Duke of Kent could join us, especially as we look forward to our centenary in 2029. His father was a keen supporter of the company and indeed presented the Master's badge, which I wear with pride, to us in 1936. We also share common interest with the Duke in supporting the London Air Ambulance, which needed to replace its two helicopters, on top of the normal running costs this year. The Duke is head of the London Freemasons, who committed to provide £3million of funding towards that goal: we have also continued our support, and it is one of my Master's charities for this year.

It has been a privilege to observe the innovation and tireless energy that the Lord Mayor has brought to the role during his year. His speech was greatly enjoyed by those attending the T&A and was accompanied by both applause and friendly groans at the many aviation puns he included in his speech!

A very special part of the awards was recognising the many years of hospitality which David and Shirley Hasler have provided to the Air Pilots at Cutlers' Hall, with the presentation of the Sir Alan Cobham Memorial award. By always going above and beyond for us, in what has been much more than just a hospitality relationship, David and Shirley have been very good to the Air Pilots. We wish them well with their retirement in their new home that they designed and had built in the Philippines, near their own beach!



The Master and Mistress at the T&A Banquet

Earlier in the year I had the sad duty of writing to the OC of the Battle of Britain Memorial Flight to offer condolences from all Air Pilots on the sad loss of Sqn Ldr Mark Long. This was the first fatality in the unit's 57-year history, and all the more poignant as all members of the BBMF fly in remembrance of fallen colleagues. I have recently written to the Chief of the Air Staff, with the aid of those much more knowledgeable than me, to express our full support and hope that the BBMF, an Affiliated Unit of the Company, fully returns to operation once investigations are complete. It is an important national asset, whose presence has been missed at commemorations and state occasions this year. The absence of any update from the investigation after such a long period has raised concerns, not least for safety of other operators, to whom any learning points have been passed on quickly in the past. The BBMF inspires and is an essential national remembrance of service and sacrifice: may it fully return soon.

Whilst we are away on the tour, the IPM will have initiated the process of electing a new Warden, as a part of the

succession, to be Master in five years. I wish all those standing the best of luck and although, necessarily, there can only be one person elected, those who are not successful this time should be encouraged and supported to stand again.



Shirley and David Hasler (Sir Alan Cobham Memorial Award) are congratulated by HRH The Duke of Kent

The IPM will also have had the joy of presenting certificates to our Scholars in front of parents and partners, and then hosting the Scholarship Supper to celebrate their success. This concludes the cycle of the scholarship year, which started again in November as the application window opened. So, if you know of a young person looking to get their start in aviation, get them to look at the website and complete an application form.

We return in early December and are looking forward to the Carol Service at St Michael's, Cornhill. The quality of the choir and organ music is outstanding, and the evening is a pleasant way of getting members into the Christmas spirit. Our excellent Air Pilots House team has found new venue for the post-service supper. We are looking forward to seeing many of you there. □

GIFT-AIDING LONDON'S AIR AMBULANCE

By PM Jonathon Legat

During my year as Master my nominated charity was the London's Air Ambulance. On a very windy afternoon in October, I was pleased to present the Gift Aid refund on our donations, in the amount of £2,080, to Phoebe Nicholson, Philanthropy Manager, London's Air Ambulance Charity who said: "We're extremely grateful for the support of the Air Pilots Company, which will help to keep us flying and saving lives across London". I was accompanied by Master Elect John Denyer and his wife Kate, Warden Dave Singleton and Assistant Glen Fricker. The cloud base was too low for the helicopter to join us on the roof of The Royal London Hospital, but that's aviation!



The IPM presents the Gift Aid cheque to LAA's Phoebe Nicholson

(Gift Aid is a government scheme that allows us to reclaim the basic rate tax you pay as a UK taxpayer. It means that we can claim 25p of tax for every £1 you donate to a registered charity at no extra cost to you. All you need to do is make a Gift Aid declaration.) □

REGIONAL REPORTS



Regional report: Hong Kong

By Liveryman Rob Jones, Chairman

Growing up on RAF bases in the UK and in Germany I was very fortunate to be on the doorstep of aviation. My father was an avionics technician and so there was always opportunity to be up close with the sights, sounds and smells of aircraft. Living on an airbase meant I was able to go flying and I even had an annual airshow and aviation museum free to enter. I was fortunate to join the RAF as a pilot and even acquire my PPL at very little cost.

What is the relevance of all this? Of note is quite how little of it is available to young people in Hong Kong who



The crowded seminar at the HK Aviation Club

have a desire to fly. There is no longer any general aviation or light aircraft airfield in Hong Kong, and when there was it was extremely expensive. There is no military to join, no museum to visit. The nearest place to get an air experience flight is the Philippines, and most recognised PPL courses take place in the UK, Australia or the USA, the cost of which speaks for itself.

One of my goals as Chairman of the Hong Kong region is to encourage and assist youngsters in Hong Kong to get access to aviation facilities and mentors for as little cost as possible, or for free.

The Hong Kong region once was able to offer a scholarship but sadly since Covid-19 this has ceased, and membership fees are no longer able to cover the cost. The Region has established relationships with Hong Kong Air Cadets and a local university to try and provide as much access to the wealth of knowledge amongst our membership, particularly our training captains, as possible.

PRESENTATION FOR YOUNGSTERS

In July we hosted 45 youngsters at the Hong Kong Aviation Club for four hours to give them a presentation on different aspects of our job and to introduce them

to the Air Pilots as future members. I was joined by five others who gladly volunteered their time and energy to share their passion. We introduced ourselves and our different routes into our current roles, demonstrating how many different avenues there are. A motivational talk was given by one of our Captains on his flying experience in Africa and aerobatics competitions. We ran two workshops discussing principles of flight and building this up into a full aerobatic sequence. The group was given guidance on interview techniques and expectations, and a brief overview of some of the

differences between

Boeing and Airbus, which was just the tip of the iceberg. I then gave a presentation on my first love, helicopters, before finishing with a tour around a very sad hangar of aircraft with no runway.

In September, alongside our regular members, we welcomed some future aviators on a behind-the-scenes tour of Hong Kong International Airport. For some this was their first glimpse inside a fixed base simulator before heading off to complete their cadetships with Cathay Pacific Airlines. They were given the chance to fly their very first approaches, with the gentle guidance of some of our experienced members. It was a joy to see their faces light up after their first successful landings.

As I write, the Region is in the final stages of being able to offer aptitude testing for the first time and at a very affordable price. With great thanks to Capt Peter Taylor, we are now able to expand our abilities to help others. Next on the calendar is a talk from Capt Mike Bannister about his experience on Concorde for which we are extremely grateful for his time, and we have allocated half of our available seats just for youngsters. The final youth engagement for this year will be during the Master's Visit, which we hope will help encourage our youngsters and spread our name as a Company. □



Youngsters get close to (non-flying) aircraft





Regional report: North America

By Liveryman Jonathon Dugdale, Chairman

I tuned into a news channel to get a quick update on the 2024 US election. The election clip was followed by a piece on the settlement of the Boeing Machinists' strike after more than 50 days on the picket line. This story was followed by a clip of a Washington State ballot box lit up in flames and then a story entitled *Navy Aviator Procession* which made me pause. The procession was in remembrance of fallen aviator Lt Serena Wileman who, with Lt Cdr Lyndsay Evans (both aged 31), perished in a training flight when their Boeing EA-18G Growler jet from the Electronic Attack Squadron, known as *Zappers* crashed east of Mount Rainier Washington on 15th October. The two-seat EA-18G Growler is a variant of the F/A-18F Super Hornet and provides tactical jamming and electronic protection to US forces and allies.

Lt Cdr Evans, a distinguished naval flight officer from Palmdale, California, carved a path of excellence in the US Navy, embodying both skill and a trailblazing spirit. A committed aviator with a drive for excellence, Lt Cdr Evans completed her training through the Navy's rigorous flight programme, a journey that has inspired many. Her contributions to the field extended beyond her exemplary performance in the skies; she also broke barriers and advanced the role of women in naval aviation.

In one of her most historic achievements, Lt Cdr Evans was part of the first-ever all-female flyover team at Super Bowl LVII on 12th February 2023. This significant moment celebrated the 50th anniversary of women entering the US Navy flight school. Lt Cdr Evans' participation in this historic flyover underscored her role as a leader and role model within her community and the Navy at large, inspiring the next generation of women aviators and symbolising the continuing progress of gender equality in the armed forces.

As a member of the *Zappers*, Lt Cdr Evans operated the Growler, an aircraft designed for complex electronic warfare missions. Her expertise and leadership in this challenging role earned her the respect of her peers and solidified her reputation as a skilled, dedicated officer. Known for her tactical knowledge, professionalism, and commitment, she contributed not only to her squadron's mission, but also to the broader advancement of women in aviation.

JOURNEY OF DEDICATION

Commissioned in 2018, Lt Wileman embarked on a journey of dedication and perseverance, honing her

skills to become a remarkable pilot. Her path led her to Washington State's Whidbey Island, where she joined the prestigious *Zappers* in 2021.

Throughout her career, Lt Wileman distinguished herself through her achievements and steadfast dedication to her squadron and the Navy. Her contributions were recognized with several commendations, including the National Defense Service Medal, awarded for her commitment to national security and service to her country. She also received the Navy Unit Commendation Medal, a testament to her contributions to unit excellence and her teamwork within the *Zappers*. Furthermore, she was awarded the Combat Action Ribbon, a mark of her bravery and effectiveness in operational missions where her skills and courage were paramount.



The Boeing EA-18 Growler electronic countermeasures aircraft

Lt Wileman's colleagues and commanders remember her as a focused, dedicated, and skillful aviator who inspired those around her. Her commitment to her mission, team, and country made her an invaluable asset to her squadron. Her legacy is one of service, bravery, and professionalism, embodying the values of the US Navy and leaving an indelible mark on those who served alongside her.

I have had the privilege of attending the Royal Canadian Legion Branch 265, Aldergrove BC, for 10 consecutive years in support of my spouse Krista who is part of a brass band that plays there on Remembrance Day. The venue is full and noisy with chatter and it's enjoyable to have a pint, listen to the band and make new acquaintances yet, above all, to remember. Remember Lt Cdr Lyndsay Evans, Lt Serena Wileman and all those who have provided for our safety and freedom and continue to do so, including our first responders.

On behalf of the NA Region, I wish everyone a truly enjoyable, relaxing and reflective Christmas Season with family and friends. □





Regional report: Australia

By Liveryman Capt Adrian Young, Chairman

Since the last update, the Australian region has been actively representing Air Pilots across Australia at two major conferences: Safeskies Australia, the leading biennial safety conference, and PACDEFF, (The Pacific and Australasian CRM Developers' and Facilitators' Forum).

SAFESKIES 2024

The Australian Region has a longstanding association with Safeskies, and our 2024 representation was outstanding, significantly enhancing our profile and industry standing. Key highlights of Safeskies 2024 included:

- **Next Gen Panel:** A panel with younger industry professionals showcased their commitment to safe and inclusive workplaces, challenging traditional views and emphasizing generational differences in priorities.
- **Incident Scenarios:** Actors role-played critical scenarios, followed by expert discussions underscoring safety implications and legal liabilities in "near miss" events.
- **Regulatory Updates:** Agency leaders discussed current issues, including the importance of risk assessment and training updates in general aviation and 7 challenges related to new aircraft types, infrastructure, and workforce constraints.
- **Mental Health:** Addressing pilot fears around mental health disclosures, a new "Safe Haven" initiative aims to support mental health without risking certification.
- **Airspace Congestion:** With a projected increase in drone operations, airspace management is becoming critical, focusing on data-driven systems and standards to integrate diverse aircraft.
- **Data and Cybersecurity:** Emphasis was placed on trusted data sharing for predictive safety and resilience against cyber threats.
- **Leadership Insights:** The Sir Reginald Ansett Lecture by Major General Jeannie Leavitt highlighted resilience, humility, and the importance of intentional, safety-focused decisions.

The conference culminated with a Mini Safety Summit, stressing recruitment and retention as key to sustaining industry growth and safety.

PACDEFF 2024

As with Safeskies, the Australian Region has been actively engaged with PACDEFF for many years. Key themes this year were human factors (HF), just culture, training innovations, and the impact of psychological safety on

aviation safety. Prof Sidney Dekker emphasized building a "challenge network" and preventing human error through systemic changes rather than individual blame. CASA's Pip Spence underscored the criticality of HF training and fatigue management in aviation safety. Dr Dirk Maclean highlighted CRM's role in emergencies, advocating a balanced approach between Safety I and Safety II models. Other speakers like Dr Kim Vidhani and Prof Jan Davies discussed the necessity of a just culture, where systemic failures are prioritised before retribution, enabling organizational learning and safety improvement.

In training, Alexander Robinson and Denis Manson explored predictive analytics and VR, showing the benefits of realistic simulation in pilot and cabin crew preparation. Lastly, Katherine Hill and David East emphasized the importance of psychological safety, resilience, and fostering an environment where team members feel safe to report concerns, ultimately enhancing overall safety culture and learning across the aviation industry.

PUBLICATIONS AND WEBINARS



Scan the QR code for Australia Region's new brochure

The Australian Region is excited to announce the launch of a new brochure. A special 'thank you' to Liveryman Captain Rob Dicker for his efforts and collaboration with Council members. To view the brochure, please scan the QR code.

We are also trialling a new online membership form to simplify the joining process for potential Australian members, following discussions with London.

We are also thrilled to have launched a series of webinars that continue to offer invaluable insights to our members. Recent sessions have included engaging presentations from UPRT Australia and Angela Garvey of Navigating Australia. In November, we will have hosted a very special guest, Matt Hall, Red Bull Air Race champion.

NEW CONNECTIONS

We are proud to announce that the **Australian Air Force Cadets** has been signed as an affiliated organization, further cementing our commitment to supporting and inspiring future aviators.

In another exciting development, a Memorandum of Understanding (MOU) has been signed with the Royal Melbourne Institute of Technology (RMIT), creating new opportunities for collaboration, education, and professional development for our members and students. □





REPORT: THE YOUNG AIR PILOTS

By Liveryman Dominic Registe, Chairman

Reflection and the process of continual learning are integral parts of our industry, and our individual desire to improve and perform at the highest of standards is what unites us all. As we approach the end of the calendar year, these factors are particularly pertinent when setting new objectives and taking stock of progress that has been made. Progression comes in many forms however and whilst this year has seen more Young Air Pilots progress within aviation than any year so far, I have every confidence the industry will welcome even more into the fold in 2025. Needless to say, the Young Air Pilots Committee will continue to support all members towards this aim in any way possible.

BA PRESENTATION

October saw the Young Air Pilots welcome British Airways' Lucy Silvester (Pilot Recruitment Manager) and Rae Surey (Apprentice Business Professional) to Air Pilots House for an insightful evening and presentation on life at British Airways and a unique insight into the flagship Speedbird Pilot Academy. As expected, we welcomed a full house, and Lucy captivated the room with her unique insight into the airline, her role overseeing British Airways' pilot recruitment and her advice for the next generation of commercial pilots.



Lucy Silvester and Rae Surey (centre) of BA with the Young Pilots

Despite conducting several hundred presentations and seminars for aspiring pilots during the course of the year, Lucy rarely shares her own background and passion for aviation. The confines of Air Pilots House and a thoroughly invested audience however proved to be the ideal setting to remedy this situation, and it quickly became a privilege to acquire the backstory of one of today's most influential figures in aviation. Lucy and Rae kindly concluded the evening by making time to answer every question directed their way, going above and beyond to provide a tailored response to each.

With the Speedbird Pilot Academy application window set to reopen in the first quarter of 2025, the evening undoubtedly proved to be invaluable to those looking to apply to British Airways in the future. Lucy's words of wisdom for those looking to apply: "Preparation is important, however don't lose sight of why you love aviation – passion and persistence are what will carry you through." On behalf of all present, a very special thank you to British Airways, Lucy Silvester and Rae Surey for exceeding the highest of expectations!

October also saw the Trophies & Awards Banquet, held at the historic Guildhall, London. For those who may not be familiar with this event, The Trophies & Awards is the highlight of the Air Pilots social calendar and draws a prestigious roster of aviators from the UK and abroad every year, without fail, to celebrate outstanding achievement in the field of aviation. Seated in the impressive Great Hall, the surrounding grandeur, traditional formalities and attentive audience proved to be the most apt of settings for celebrating the incredible achievements of each award recipient.

I cannot do justice to those achievements in this short piece, so I urge all readers to visit the Air Pilots website where full citations can be found for each award.

PILOT CAREERS LIVE

November saw the return of Pilot Careers Live Heathrow and, as always, the Company stand was in prime position to provide impartial and considered guidance to the next generation of aviators. Needless to say, the team was in demand for the whole day and in addition to the wealth of experience on offer, The Company's Pilot Preparation seminars and battery of aptitude testing provided a practical insight into the role so many were hoping to occupy in the future. Outreach events such as these always prove to be the most rewarding of days for all involved, and Pilot Careers Live remains a personal favourite for this reason alone. Thank you once again to all of those in attendance (some of whom will now be reading this as new company members!) and I look forward to meeting even more Young Air Pilots on stand in the very near future.

On behalf of the entire Young Air Pilots Committee, I look forward to seeing you at the Young Air Pilots Christmas Social and wish you all the best and safe flight into the new year. □



PUTTING PILOT MENTAL HEALTH AND SAFETY FIRST



From the Desk of the DAA, PM Nick Goodwyn

Many Air Pilots may recall that in the wake of the German Wings accident in 2015, the European Aviation Safety Agency (EASA) formed a Task Force to examine the safety issues surrounding the accident and make appropriate recommendations. One of the most significant recommendations was the requirement for a 'pilot support and reporting system' in relation to psychological well-being. EASA published an *Opinion* that required all operators to have a Support Programme (SP) in place for flightcrew by February 2021 (delayed by one year because of the Covid-19 pandemic).



Is enough peer support being offered in this environment? (iStock)

On the withdrawal from the EU on 31st December 2020, the UK Civil Aviation Authority (CAA) became an independent national authority, but enacted equivalent regulation under UK aviation law. In the UK, the CAA is responsible for ensuring that all Air Operator Certificate (AOC) holders comply with this emergent regulation. A key feature of the SP is the requirement for the use of Peer Support - a facility for a pilot to contact a trained peer on a confidential basis when they require help, advice or assistance with a developing social, personal or health issue. The SP should be independent of both management and the regulator. This was implemented in the UK from February 2022.

Subsequently, the global regulatory interest in enhancing support for flightcrew health and wellbeing, specifically around mental health and support programmes, has developed and now there is provision required, not just in Europe, but in Australia, New Zealand, Hong Kong, India as well as further intent in North America (and other FAA jurisdictions) and Japan. The geographical link to the regions of the Air Pilots and this very important topic is self-evident.

FAILURE TO REPORT

A growing body of evidence has emerged that pilots will not report on their mental health or ask for assistance. This has become a point of concern, most recently in the USA and for the Federal Aviation Administration which had previously chosen not to regulate as has been the case in the UK and Europe. This is about to change.

In any given year, about one in five adults has a diagnosable mental health condition, and more than 50% will experience some occurrence over the course of their lifetimes. Most of these events are not severe, but there is a very real stigma associated with mental health conditions, especially in aviation, which can make it difficult to ask for help. In the USA, for example, fewer than half of people with a diagnosable mental health condition ever receive treatment. There are many obstacles between needing help and getting it, such as lack of education, stigma, access to mental health support, financial concerns, and job security — all of which bring more stress to a person who may already be struggling.

For many years, being honest about mental health struggles has been viewed as risky within the aviation community. There is a misconception that reporting a mental health issue will result in permanent grounding for pilots, or permanent removal from duties for controllers. In fact, the initial disqualification rate for all mental health diagnoses (meaning that the pilot/controller is without certification/clearance until the disqualification) is resolved is about 20%. Only about 0.1% of applicants who disclose any health issue and complete the process are ultimately denied a medical certificate, and then only after an exhaustive attempt to "get to yes." However, "getting to yes" can be very time-consuming, which may result in a significant financial penalty for the applicant even if ultimately successful. The widespread belief in aviation is that you are, in effect, disadvantaged for following the disclosure rules. A system that incentivises people to remain silent will cause pilots/controllers to avoid seeking help, leading to unacceptable safety risks.

FAA RULEMAKING COMMITTEE

The Mental Health & Aviation Medical Clearances Aviation Rulemaking Committee (Mental Health ARC) was chartered by the FAA on 4th December 2023. The ARC provided a forum for the US aviation community to discuss the barriers preventing pilots and air traffic controllers (controllers) from reporting and seeking care for mental health issues, and to provide recommendations to the FAA to address these barriers.

The ARC members, observers, and contributors included aerospace medicine, psychiatric and psychological medical experts from the FAA Office of Aerospace Medicine (AAM), ^{FAA} Flight Standards Service (AFS), the National Transportation Safety Board (NTSB), US aviation industry trade associations, pilot/controller representative organisations, academia, international aviation industry associations and civil aviation authorities (CAAs). The ARC established two working groups, Peer Support & Operations and Medical, which worked collaboratively to identify barriers and develop consensus recommendations.

The issues addressed by the ARC working groups were:

- The FAA's handling of mental health diagnoses.
- Current aeromedical mental health screening processes.
- Barriers preventing pilots/controllers from reporting mental health issues and seeking mental health care.
- Education, training, and awareness of pilot/controller mental health issues.

RECOMMENDATIONS

The ARC's Recommendations can be summarised:

- Create a non-punitive pathway for disclosing mental health conditions and treatments;
- Revise and evaluate the requirements for reporting and certification/qualification of psychotherapy (talk therapy), depression/anxiety; attention deficit hyperactivity disorder; and post-traumatic stress disorder;
- Ensure that aeromedical screening protocols and requirements are based on Safety Management System principles (i.e., proportionate, relevant, and risk-based), and appropriately communicated to applicants;
- Expand the use and promotion of Peer Support Programs;
- Develop mental health literacy, education, and awareness campaigns.
- Increase mental health training and improve quality assurance for Aviation Medical Examiners (AMEs);
- Modernise the FAA's information management system/Aviation Medical Certification Subsystem.

These issues and recommendations very much mirror the experience of Europe and the UK and have been the basis for change and regulation here.

CERTIFICATION CONCERNS

Pilots are required to obtain and maintain a medical certification to operate aircraft, and for those in commercial operations, it is a condition of their employment. The same applies for controllers, and for

those working in an Air Traffic Organisation (ATO), it is also a condition of their employment. The impact of mental health conditions on obtaining and maintaining medical certification/clearance is a growing concern.

In 2015, the FAA established the Pilot Fitness ARC (2015 ARC) to assess pilot mental health following the Malaysia 370 and Germanwings 9525 incidents. That ARC found that the primary factors that discourage reporting of mental health conditions are the stigma and bias associated with mental health, the perception of the impact on the person's career and the fear of financial loss and hardship.

Whilst the FAA acted on these factors such as expanding coverage of mental health issues in AME training and encouraging peer support programmes which were organised and extant already within the US airlines and unions, it recognised that much was still to be done to mitigate the evident safety risks, as it noted that the key limitation was pilots' reluctance to disclose mental health conditions. Specifically, it was recommended that the FAA should work in close collaboration with airlines, pilot unions, and the aerospace medical community to assess ways to address that reluctance.

FOUNDATIONS OF REGULATION

The current ARC intends that its recommendations become the foundation for regulatory policy by the FAA and that it will enable cultural shift to provide a safe space for pilots to seek support and treatment without fear of losing their livelihood and create an environment and culture of wellness across industry, following the footsteps of EASA and the UK CAA.

Aviation is facing a challenging time. The effects of the pandemic still linger, and controllers and pilots in all types of operations are facing staffing issues, equipment, infrastructure, and technology issues, and increased overtime. The current strain on the aviation system and its workforce should not be underestimated. All Air Pilots, wherever they may be by region and, indeed, everyone needs to feel safe seeking the mental health support that they need and deserve as mental health issues do not affect those in aviation any differently from how they affect others in safety critical roles. □

With thanks to the Mental Health & Aviation Medical Clearances Aviation Rulemaking Committee Recommendation Report April 2024

<https://www.faa.gov/regulationspolicies/rulemaking/committees/documents/mental-health-and-aviation-medical-clearances-0>

https://www.faa.gov/regulations_policies/rulemaking/committees/documents/media/pilot%20fitness%20arc%20report.11302015.

THE TROPHIES & AWARDS BANQUET

London's Guildhall was filled on 24th October with Members and guests for the 2024 Trophies & Awards Banquet, at which the Company's principal guests were His Royal Highness The Duke of Kent and The Rt Hon The Lord Mayor Alderman Professor Michael Mainelli. During the evening 23 Awards were presented, and at a Court meeting before the Banquet 13 new Liverymen were clothed and 18 Master Air Pilot certificates and one Master Rear Crew certificate were presented.



(L-R) **New Liverymen** – Harry King, Charles Randall, Prof Arne Krumsvik, Capt Stephen Wallace, Dr Peter Elliott, Gp Capt Alan Lockwood, The Master, Donagh McCullagh, Sweyn Alsop, Richard Crockett, Ten Col Angelo Lapetina, Hal Newberry, David Sampson, Capt Lucy Young



(L-R) **Master Air Pilots** – Lt Cdr Matthew Robinson, Gary Hickson, Capt Mark Wilson, Sqn Ldr Tomos Brown, Marcus Grey, Lt Cdr Ian Oakes, Cdr Hugh Saltonstall, Lt Cdr David Lilly, Julian Sheffield, The Master, PM Capt John Towell, Andrew Holley, UF Gordon Pell, Flt Lt Philip Powell, UF Flt Lt James Hobkirk, PM AM Cliff Spink, Gp Capt Michael Jordan **Master Rear Crew** – WO I Andrew Price



(L-R) The Lord Mayor and HRH The Duke of Kent with the Lady Mayoress Elizabeth Mainelli, Alderman & Sheriff Gregory Jones KC, Ms Rosali Pretorius, Sheriff David Chalk



The Master and IPM treat Principal Guests the Lord Mayor and HRH the Duke of Kent to the loving cup



Guests are entertained with the Post Horn Gallop



Rescue 936: Steven Thomas, Rich Taylor QGM, James Stewart (**Prince Philip Helicopter Rescue Award**) with The Lord Mayor and Master



Air 7 Space Warfare Protector Test Team: Sgt Chris McCarthy, Flt Sgt Lee McDonald and Wg Cdr Ben Curtis (**Johnston Memorial Trophy**)



Commemorative Air Force: Col Cary Bailey, Neils Agather, Col Dan Fordice, Christina Oliver and David Oliver (**Award of Honour**)



AH-64E Combined Flight Test Team: Dougie Scott-Douglas, Patrick McCormick, Jon Packwood, Lt Col Alex Warner AAC and Maj Rich Bennett AAC (**Eric Winkle Brown Memorial Trophy**)



Flt Lt Peers Lyle RAF (**Sir James Martin Award**)



Lt Cdr Robert Hunt RN (**CFS Trophy**)



Ciaran Haverty (**Landymore Trophy**)



Lt Charlie Homer RN (**Glover Trophy**)



Flt Lt Adam Roche RAF (**Brackley Memorial Trophy**)



Rachel Fricker (**Cumberbatch Trophy**)



Capt Marcus Grey (**Capt John Ashton Memorial Award**)



Capt Frédéric Akary (**Hanna Trophy**)



Luke Gumley (**Grand Master's Australian Medal**)



Flt Lt Benjamin Davey (**Hugh Gordon-Burge Memorial Award**)

THE TROPHIES & AWARDS 2024

The Company's 2024 Trophies and Awards were, where possible, presented at the annual T&A Banquet on 24th October, with some of the others to be presented by The Master on his Tour of Australia, New Zealand and Hong Kong.

THE AWARD OF HONOUR

COMMEMORATIVE AIR FORCE



The Commemorative Air Force (CAF), founded in 1957, is dedicated to preserving and showcasing vintage military aircraft. Over

the decades, the CAF has grown from a small group of aviation enthusiasts into a global organisation with a significant impact on historical preservation, education, and aviation culture.

The CAF's mission is to 'Educate, Inspire, and Honour' through flight and living history experiences. Today, the CAF boasts a collection of over 175 flying aircraft, making it one of the largest and most comprehensive assemblages of vintage military aircraft in the world. The CAF is not government funded; financial support comes through private donations.

The CAF is a 501(c)(3) non-profit organisation committed to educating the public about the significance of its aircraft, the historical events they participated in, and the people they represent. The organisation operates numerous educational programs, including airshows, school visits, and museum exhibitions. These programmes aim to inspire and inform, bringing history to life for audiences of all ages.

By connecting veterans with the public, the CAF fosters a deeper appreciation for their service and ensures their legacies are preserved for future generations.

The CAF thrives on the dedication of its volunteers, who contribute countless hours to the restoration, maintenance, and operation of the aircraft. There are fewer than 35 staff members who run the CAF. It is the volunteers, passionate aviation enthusiasts, who form the backbone of the organisation.



THE JOHN LANDYMORE TROPHY CIARÁN HARVERTY

Ciarán won the Bob Dawson (BALPA BF) PPL Scholarship and completed his training with Redhill Aviation.



From the initial impression that he made on the scholarship selection committee to the approach he adopted during his flying training, Ciarán was exemplary. His ground school results were top class and his whole approach to the learning process and personal application required to be a proficient and able pilot were present from the outset. Ciarán's enthusiasm and determination to achieve his goal was evident to his ground and flying instructors, who report that his attitude was always positive and he was a pleasure to teach.



THE GLOVER TROPHY LIEUTENANT CHARLIE HOMER RN

Lt Charlie Homer showed ability, commitment and dedication throughout his time at 824 Naval Air Squadron. He stood out from a high-performing course with

his impressive aggregate results from air, simulated, and ground school scores.

During Conversion-To-Type (CTT) training he quickly adapted to the aircraft and studied hard to understand the technical complexities of the systems. This produced an excellent set of preliminary results, notably during the general handling phase, indicative of a natural pilot. His adaptability, prioritisation and Crew Resource Management skills were identified by Staff early on as being above the standard expected, with burgeoning promise of a first-rate aircraft commander.

Progressing to Conversion-To-Role (CTR), Lt Homer flourished with the addition of high-tempo, high-pressure tactical environments. Rapidly learning his role as part of a warfighting crew and embracing the complex Anti-Submarine Warfare (ASW) environment in which the AgustaWestland Merlin Mk2 thrives, he produced a faultless performance during an active ASW serial against a Submarine in a Norwegian Fjord. In this most taxing of tactical environments, both above and below the water, his surefooted contributions made the effectiveness of the crew much greater than the sum of its parts.

In the subsequent Anti-Surface Warfare phase, his theoretical knowledge was once again far above that

expected and, importantly, he was able to replicate his performance in the air across a number of sorties. He again proved to be an invaluable crew member: fully at home with the tactics necessary to drive home success, cognisant of his role in the crew, and able to spur his compatriots on, both on the ground and in the air. Outside of his core role, Lt Homer worked hard to improve the social life for all ab initio students.



THE MASTER'S MEDAL CAPTAIN NEIL JEFFERS

Captain Neil Jeffers has served the London's Air Ambulance Charity (LAAC) for 17 years, the last 10 of them as Chief Pilot.

During his service with the LAAC, he has captained

thousands of missions, but behind the scenes he has done so much more, including leading on the procurement of two new helicopters during the charity's 'Up Against Time' appeal (raising more than £15 million) and overseeing the introduction of extended flying hours.

LAAC CEO, Jonathan Jenkins, comments: "When he started in 2007, we only had one helicopter; we stopped flying at 6pm and were a much smaller organisation. He leaves having overseen the introduction of a second helicopter in 2015, the embedding of extended flying hours over the summer and two new H135 helicopters ready to serve London from October. Away from frontline work his focus on human factors has helped improve the whole organisation and his willingness to back our charitable endeavours, whether that be speaking at fundraising events, media work or volunteering has made a huge difference to us.

Whilst with the LAAC, Neil was also a Human Factors lecturer delivering Human Factors and Team Resource Management training for medics as well as presenting lectures and training to numerous Royal Colleges, the Armed Forces and the University of Stavanger. Neil is an Upper Freeman of the Honourable Company of Air Pilots, for which he delivered an excellent Tymms Lecture at the RAF Club in 2022 and is also a member of the Emergency Services Committee of the British Helicopter Association.

Neil was a member of the Honourable Artillery Company (TA) from 1993-2000. He had a further posting to the Regular Army for one year to undertake Northern Ireland training prior to deployment. He then worked for HeliAir where, as Chief Pilot, having set up a JAR OPS 3 Commercial Operation, he was responsible for eight pilots

and 12 helicopters providing VIP charter and aerial filming services.

Neil has just accepted a leading HEMS role with Bristow.



THE HUGH FIELD MEMORIAL AWARD

JOHN KING

John King is the editor of the respected *Aero Historian* quarterly journal of the Aviation Historical Society of New Zealand (AHSNZ).

From an early age, John was influenced by all things aviation and in 1966 joined NZ National Airways Corporation (NZNAC) in an administrative role. At the same time, he commenced his private pilot's training and ever since his favourite aircraft have been Austers and de Havilland Tiger Moths.

In 1972 when working in NZNAC's computer department he prompted the airline to consider its domestic origins, and was commissioned to prepare a feature story about Air Travel (NZ) Ltd and its mid-1930s beginnings. This research and writing involved him accompanying a re-enactment flight in de Havilland DH83 Fox Moth ZK-ADI, the aircraft used for the first air service. This flying and story-telling was the catalyst for his subsequent career blending historical aviation and contemporary aviation industry commentary.

He soon became one of New Zealand's leading aviation photo-journalists, with air-to-air photography one of his specialities.

He became Assistant Editor/Chief Photographer of *NZ Wings* magazine, Editor of *Sport Flying*, and spent a long stint as Editor of *New Zealand Aviation News* from 2008 to 2022. He also supplied all the photographs to the *Wings Over New Zealand* series of calendars from 1995 to 2013.

Over the years John has written nine books, copious articles and photographed most aspects of New Zealand aviation. Perhaps his most significant title was *New Zealand Tragedies: Aviation Accidents and Disasters*, which was published in 1995.

In November 2021 he accompanied veteran pilot Stan Smith, in DH84 Dragon ZK-AXI from Auckland to Nelson to record the 100 years of aviation celebrations in that region. Soon afterwards, John moved into semi-retirement. He now leads the publication work of AHSNZ, is a member of many New Zealand aviation organisations and continues to act as Publicity Officer for the Company's NZ Region.



THE SIR ALAN COBHAM MEMORIAL AWARD

DAVID AND SHIRLEY HASLER

For over 20 years the Court of the Company has been made welcome and has held its meetings and other various significant events at

the Hall of the Worshipful Company of Cutlers.

The Beadle, or hall manager, at Cutlers' Hall during those past 20 years has been David Hasler, ably assisted (for in-house catering) by his wife, Shirley. David's assistance to, and enthusiasm for, the Air Pilots is renowned, and he has been a stalwart supporter of the Company in general and the Court in particular. On multiple occasions he has gone well beyond his official remit and duties and responsibilities as hall manager in his efforts and willingness to accommodate or satisfy requests or requirements of the Court – he is an exemplar of the difference between 'satisfactory' and 'outstanding' service to the Court. It is not over-stating the fact that David's dedicated support has been integral to the Court's continued access and use of the Hall, and a reliable enabler for the long-standing relationship between the Air Pilots and the Cutlers.

Despite not being members of the Air Pilots, both have undoubtedly given meritorious service to the Company over an extended period of time.



THE PIKE TROPHY

EVA CEH

Eva Ceh (née Paul) is a Director and the Head of Training at The Pilot Centre (TPC) in Denham. Her 26-year journey at TPC, beginning in Operations and Instructing,

showcases her unwavering commitment to aviation.

Eva is regarded as a consummate, friendly, and approachable professional who prioritises safety. Her exceptional ability to identify student weaknesses and her commitment to helping them overcome challenges instils confidence in her students, ensuring they possess the skills, confidence, and attitude to pass their LST and act responsibly post-licence issue as PIC within some of the UK's busiest airspace.

After obtaining her Private Pilot's Licence in 1994, she pursued Aeronautical Engineering at Bristol University, graduating in 1996. She earned her Commercial Pilot's Licence and Flight Instructor Certificate the following year. Her dedication enabled her to gain her Flight Examiner Certificate, and by 2003, she had further

developed TPC, acquiring the necessary qualifications and regulatory approval to deliver Flight Instructor Courses. These achievements exemplify Eva's commitment to her profession and the aviation community.

Over the years, Eva has taught in various GA aircraft, from flight school Cessnas and Pipers to the agile Citabria, as well as an array of private owners' aircraft based at Denham. This extensive experience has allowed Eva to accumulate over 13,000h of flight time, much of which was training the next generation of GA and airline pilots.

Eva's pride in TPC's fleet is evident; from early 2000s, the fleet was equipped with Garmin 430 Nav/Comm. Over the past ten years, she introduced panel-mounted iPads with SkyDemon and Pilot Aware for additional conspicuity within the busy airspace around London and the Southeast. Further upgrades since have included dual Garmin G5s, Avidyne 440s, and ADSB-out transponders.

Eva has also grown the community of renters at Denham, creating WhatsApp communities to connect members and build new friendships, extending aviation beyond the airfield. These groups allow Eva to share safety updates, best practices, and lessons learned with renters and aircraft owners.



THE SIR BARNES WALLIS MEDAL MARIO CARRETTA OBE

Mario Carretta has been with Dorset and Somerset Air Ambulance (DSAA) since April 2017, during which time he has flown over 1,000 missions.

His unfaltering dedication to patient needs stands above many others in this role, whilst his professionalism and innovative ideas benefit not only the people across the two counties served by DSAA, but air ambulance services and their patients across the UK.

Mario comes from a long military career as a test pilot and has experience working in an environment of innovation, designing new and better ways of working within the aviation industry.

During the Covid-19 pandemic, Mario was at the forefront of testing the various types of PPE available and the effect that they had on air ambulance operations. He trail-blazed a new flight deck isolation barrier ("Covid curtain") which separated the cabin from the cockpit, changes to the aircraft's air conditioning system and new airflow separation procedures.

Not only did DSAA go on to provide a critical care service for 19h a day every day during the pandemic, Mario played a key role in enabling DSAA to provide an additional Covid-19 transfer service, in support of the

NHS across the UK.

Mario is continuing that push for ongoing continued improvement by developing and introducing some of the first Performance Based Navigation and Point in Space (PiNS) approaches in the UK HEMS industry. In April 2023, the CAA announced that Henstridge Airfield, the base of DSAA, was one of five helicopter landing sites selected to benefit from the Global Navigation Satellite System (GNSS) Programme, run by the CAA and Department of Transport.

In the past 12 months, DSAA lost about 450 operational hours through adverse weather conditions. PiNS navigation uses satellite information to construct a simple approach from a start point to an end destination and Mario's significant work on this project will enable DSAA to operate in challenging conditions; something that previously would not be possible.



THE CENTRAL FLYING SCHOOL TROPHY

LIEUTENANT COMMANDER ROBERT HUNT RN

Lt Cdr Hunt is a Qualified Flying Instructor with 207 Sqn, the UK Lockheed Martin F-35B Lightning

Operational Conversion Unit in the Lightning Air Wing at RAF Marham. He has held the position of Central Flying School agent for the Lightning Force since January 2023. When the Force returned from Marine Corps Air Station Beaufort in late 2019, 207 Sqn was immediately called upon to start training pilots, despite incomplete infrastructure and an immature training system lacking the necessary courseware and experience of working with the new type. Lt Cdr Hunt's role was critical in setting the direction and standard for F-35 instruction, and he arguably shouldered greater responsibility than his counterparts elsewhere who benefit from more mature, less complex training systems.

The Lightning is unique as the RAF's first Combat Air platform without a twin-seat training variant. Devising instructional techniques to account for this requires a non-traditional approach.

As guardian of instructional standards on behalf of Central Flying School, his task was challenging. The churn of instructors in the squadron was 65% in 2023. Further complicating this, only 20% of all new instructors in 2023 have previous experience on-type. This necessitated an iron grip on standards and close supervision not only of the candidates, but also the small cadre of Central Flying School Accredited Instructors.

Nevertheless, four instructors were awarded B2 status, and two awarded A2. It is especially notable considering his multiple other responsibilities which included: Command Instrument Rating Examiner; full time Flight Commander; and Command Landing Signals Officer. Within the UK, Landing Signals Officer is a role unique to the Lightning, and Hunt had to oversee the establishment of UK procedures and training of qualified personnel for the reintroduction of carrier-capable fixed-wing aviation to RN and RAF service..



THE BRACKLEY MEMORIAL TROPHY

FLIGHT LIEUTENANT ADAM ROCHE RAF

Flt Lt Adam Roche, a Qualified Flying Instructor on the Air Mobility Force, was Captain of the longest Airbus

A400M sortie in the history of the aircraft; an ambitious attempt to fly direct to Guam for the United States Air Force-led Exercise MOBILITY GUARDIAN (see Air Pilot, October 2024). This single task required more than four months of intensive planning, coordination, and innovation.

ASCOT 4514 departed RAF Brize Norton at 07:18Z on 3rd July 2023 with 14 crew. To be successful, the aircraft had to operate for more than twice the standard unrefuelled range of the A400M, which had only flown for more than 10h on four occasions, with the previous record of 12h 5min set in January 2023.

Flt Lt Roche led the team throughout, coordinating with enablers, subject matter experts and risk holders to plan the substantial task. The event was extensively analysed and brainstormed in partnership with the Centre of Aviation Medicine to optimise human performance and flight timings through fatigue modelling, and to influence the creative design of a bespoke enlarged crew rest area.

Significant planning effort had been invested into every possible contingency by Flt Lt Roche, including delayed departures, missed refuelling brackets, aircraft unserviceability *en-route*, crew swaps, and extended operating hours.

The large A400M crew, drawn from Nos XXIV, 30 and LXX Squadrons, worked in three seven-hour shifts, following a great circle route over North Greenland, Alaska, and the Pacific. As one of the lead air-to-air refuelling pilots on the fleet, Flt Lt Roche participated in each of the cycles, making his contribution the longest and most critical of the mission. He skilfully executed three refuelling brackets with pre-positioned RAF Airbus Voyagers from Nos 10 and 101 Squadrons: south of

Iceland, and then to the North and South-West of Alaska. The aircraft successfully arrived at Andersen Air Force Base in Guam at 03:54Z on 4th July 2023 to much acclaim, marking the end of the record non-stop flight of 20h 36min covering 7,950 nautical miles, smashing the global A400M record by more than 8½h.



THE JOHNSTON MEMORIAL TROPHY AIR AND SPACE WARFARE CENTRE PROTECTOR TEST TEAM

The Air and Space Warfare Centre Protector Test Team, comprising No 56 Sqn and Protector Combined Test Team personnel, delivered the first flight of a UK military certified Remotely Piloted Air System in UK airspace in November 2023. With minimal resource and against an accelerated timeline, initial integration of the capability de-risked future operations of the largest and most advanced Remotely Piloted Air System to operate in UK airspace.

In May 2023, the Air and Space Warfare Centre was tasked to integrate and safely operate the General Dynamics MQ-9B Protector at RAF Waddington, advancing the first UK flight by six months. This presented airworthiness, infrastructure, and command link challenges as bespoke solutions were required, which had to be fully explored by the test team.

To ensure success, the test team was fully reliant on integrating a military and civilian test enterprise (UK and US). The team leader ensured the availability of critical technical and safety information, and that a robust test plan could be rapidly put to the duty holding chain. This was made all the more impressive as the designated UK test crews were not available for planning, thus the team leader and lead Flight Test Engineer were required to study the system architecture and assimilate all capabilities, whilst simultaneously working alongside airbase and CAA stakeholders to ensure that the Remotely Piloted Air System-specific integration aspects were appropriately designed into the plan. This included integration of the ground operators, and with all station services, consideration of GPS accuracy and instrument flying connotations, and integration into a bespoke UK airspace construct.



THE SIR JAMES MARTIN AWARD FLIGHT LIEUTENANT PEERS LYLE RAF

Flt Lt Lyle is a Eurofighter Typhoon pilot in Number 11

(Army Co-operation) Sqn. During the unit's operational deployment to RAF Akrotiri between September 2023 and January 2024, he held the critical additional duty role of Squadron Survival, Evasion, Resistance and Extraction Officer; directing a team of four safety equipment technicians and two additional pilots fixing and assuring the integrity of the squadron's essential personnel recovery equipment. He did this whilst also conducting his challenging primary duty: flying daily operational missions over Iraq and Syria in support of Op SHADER.

Displaying characteristic diligence, on assumption of this role he uncovered a latent fault in the Personal Locator Beacons issued to all Typhoon pilots on operations, which presented serious implications for an isolated pilot following an ejection in hostile territory. The fault would have prevented direct communications with the rescue co-ordination agency, which, in turn, would have severely hindered any subsequent rescue mission, presenting an associated risk to life.

Recognising the need to increase his own professional technical survival equipment expertise, he quickly became thoroughly conversant with the item in question and instigated a methodical diagnostic approach to solving the fault. He liaised with multiple agencies across Defence, harnessing subject matter expertise from the Defence Equipment and Support organisation; the Joint Personnel Recovery cells of two United States Combined Air Operations Centres; and the United Kingdom Space Force. During this process he identified that this fault would not only affect Typhoon operations but would also impact all United Kingdom Force Elements' personnel operating with Personal Locator Beacons in the Middle East and Black Sea Joint Operational Areas.

He communicated the severity of the problem to senior officers accountable for the risk and led a joint response to tackle the problem. This ensured rapid theatre-wide understanding of the issue, testing to prove the issue, and precipitated immediate implementation of platform-specific mitigation measures. His tenacity informed and directly contributed to the collective effort that subsequently identified the root cause and rectified it as expediently as possible.



THE GRAND MASTER'S AUSTRALIAN MEDAL LUKE GUMLEY

During the early 2000s, Luke Gumley gained an Airline Transport Pilot Licence and was appointed as Chief Pilot at the Royal Aero Club of Western Australia (RACWA), a position in

which he excelled in fostering the values of safe aviation into hundreds of trainee pilots.

In 2010, Luke was appointed to a position of Executive Officer to the Civil Aviation Authority's (CASA's) Executive Manager Operations. He worked with distinction in this role before he was promoted to Regional Manager for CASA's South Australia and Northern Territory operations where he and his team were accountable for the aviation regulatory oversight of operators and maintenance organisations across the two regions.

Later, as head of Remotely Piloted Aircraft Systems (RPAS) for CASA (2017-2021), Luke led a multi-disciplinary team of policy, regulatory design, and technical specialists. In this role, Luke played a pivotal role in enhancing RPAS regulations in Australia, developing a robust regulatory framework that prioritises safety while promoting technological innovation. He also entered into wide collaboration and consultation with the RPAS industry.

Under Luke's leadership, in 2019 Australia became the first country in the world to approve a full drone home delivery service, marking a significant milestone in the integration of drones into commercial operations. Luke also led efforts to streamline regulatory approvals, including initiatives to standardise beyond visual line of sight (BVLOS) applications and trial digital airspace authorisations near major airports.

In November 2021, Luke joined Airservices Australia, Australia's Air Navigation Service Provider (ANSP), where he heads up the uncrewed services transformation program. In this role he leads the development of innovative solutions to enhance shared airspace and safely support growing numbers of new airspace users. This includes the future development of a digital air traffic management system to support the safe integration of uncrewed aircraft into Australia's airspace Flight Information Management System (FIMS).



THE AUSTRALIAN BICENTENNIAL AWARD

GEOFFREY SARTORI

Geoffrey Sartori has made a significant contribution to the aviation industry, especially in safety, across more than 50 years.

At the end of 2023, Geoff finished up as the Board Safety Advisor

to Virgin Australia Airlines, a role that he held for almost 13 years through significant change including three chief executives, a number of different boards, growth into long haul and wide body operations, voluntary administration

and the re-emergence of the airline following the Covid-19 pandemic.

Geoff started his career as a pilot, flying for Trans Australian Airlines, as a Captain on Airbus A300 aircraft prior to the merger with Qantas Group in 1992 where he moved into a Fleet Safety role and flew as a Boeing 767 Captain. Through his time with Qantas, Geoff held a number of management roles in flying operations and safety, culminating in six years as Head of Safety.

Geoff's extensive experience gained in management and his pilot background in safety, and flight operations, evolved a unique blend of capabilities. Geoff's hands-on approach, combined with high communication and rapport building strength, has seen him readily able to act as a trusted advisor to organisations and governments alike, able to successfully bridge the gap between board and management.



THE CAPTAIN JOHN ASHTON MEMORIAL AWARD

CAPTAIN MARCUS GREY

Capt Marcus Grey is in his 40th year of service with Mission Aviation Fellowship (MAF), an international Christian organisation founded after World War Two that aims to bring help, hope and healing

to isolated people through aviation. MAF is operating in 29 countries and Marcus has served in the Arnhem Land, Papua New Guinea, Cambodia and Timor-Leste operations, as well as the MAF Training Centre.

In his 17,000h of experience in more than 25 aircraft types, Marcus has consistently upheld flight standards and safety, being the person largely responsible for shaping an entire generation of pilots who trained at the MAF Training Centre. Marcus' key qualifications include: Flight Instructor Rating (with more than 6,000h experience); Flight Examiner Rating (conducted more than 200 CPL tests); and CASR Part 61.040 approval to conduct Examiner Proficiency Checks on other examiners.

Marcus currently serves as the CASA approved Head of Operations / Head of Checking for the MAF Training Centre, and the Head of Training and Checking for the MAF Part 135 Operation in the region. In the past he has also served as Chief Pilot, Chief Flying Instructor, Operations Manager, Area Manager and Base Manager in various MAF operating locations. He currently holds MAF approvals for Supervisory, Instructor and Check Pilot.



THE JEAN BATTEN MEMORIAL AWARD

JOHN DAVID COOK

John David Cook has spent a large part of his life administering and providing the supportive infrastructure to multiple New Zealand aviation organisations. He continues to serve to this day.

John firstly trained as an accountant and developed an interest in aviation slightly later in his life. He became a member of the Wellington Aero Club and owned a light four-seat aircraft which he kept at the club. He was elected Club President where he served for over 12 years.

John participated in the wider aviation community, including the Royal NZ Aero Club, The NZ Aviation Federation on its formation, and the Royal Aeronautical Society. In addition, he became a Council Member of the Aviation Training Council, part of the NZ Government Industry Training Association. Today he remains the Treasurer of both the NZ Aviation Federation, having served as its President from 1985-1999, and the Royal Aeronautical Society, NZ Division, having been Chairman of the Wellington Branch from 1998 – 2013, and Treasurer of the NZ Division since 2013.

Perhaps his most outstanding contribution to NZ aviation infrastructure was as a founding director of Aviation Services Ltd, now renamed Aspeq Ltd. This company was formed to be responsible for the provision of examinations for New Zealand flight crews and aviation engineers for the NZ Civil Aviation Authority.

THE WINKLE BROWN MEMORIAL TROPHY

AH-64E COMBINED FLIGHT TEST TEAM



The Boeing AH-64E programme was conceived on the basis of capability sustainment and, despite the notable increases in capability afforded by the new generation of E-model Apache, the intended Test and Evaluation plan was designed on the basis of using existing US evidence to the greatest possible extent. Indeed, the initial scope was limited to the carriage and release of UK countermeasures and assessments of other limited UK specific modifications.

As the programme progressed, a small number of UK Test Pilots and Evaluator Aircrew completed aircraft qualification courses in the USA, providing a cohort of test professionals to assist in bringing the AH-64E into service, as well as planning and delivering the now rapidly growing T&E requirement on the platform. As the planned interim Release to Service date loomed, it was apparent that there was increasing evidence of shortfalls and a recognition that, left untreated, they would delay significantly the delivery of front-line capability.

At short notice, members of the Aircraft Test and Evaluation Collaboration (ATEC), consisting of military Test Pilots with specialist support from QinetiQ, were tasked to generate a Military Permit to Fly (MPTF) and associated Air System Safety Case to commence flying activity. With these documents in place, UK test pilots conducted the first ground runs and flights whilst awaiting the interim Release to Service document and the MAA Airworthiness review of the new aircraft.

With an initial RTS in place, the operational assessment could commence in earnest. This wide-ranging activity included assessment of new data communications, trials to assess operations in a GPS-denied environment and the assessment of the UK specific defensive aids equipment.

The latter task commenced first with IR and RF signature measurements conducted as side-by-side comparisons between the previous Mk1 Apache and the new E-model. Later activity developed radar break-lock manoeuvres and assessed the effectiveness of the IR and RF countermeasures.

Other significant areas of activity have related to the AH-64E weapons systems with the conduct of an operational effectiveness assessment of the Area Weapons System characterising the performance of the modified gun and making subsequent recommendations on the application of fire, currency and competency to maximise operational effectiveness.



THE HANNA TROPHY

CAPTAIN FREDERIC AKARY

Fred Akary is an Air France Boeing 777 captain having previously flown Sud Aviation Caravelle through to Boeing 747 and has 18,000+ flying hours. However, he is best known for being one of the foremost aerobatic and warbird display pilots in Europe.

Fred started his aerobatic career in such aircraft as the CAP 10, Pitts, Zlín, Stampe, and Sukhoi types. He was an aerobatic instructor for nine years on the CAP 10, was a member of the French Unlimited

Aerobatic Team, and took part in the 1995 European Championship. He started doing airshow displays in 1989 and was the demonstration display pilot for the Pitts S2B and Tech Aero TR200/300 at the Paris Airshow of that year. He has long worked to gain standardisation in display rules and has used the UK standards as an exemplar.

In 2008 Fred commenced Warbird flying and his thrilling displays in the Hawker Sea Fury were seen throughout Europe and the UK. Fred was one of the few European pilots awarded a UK Display Authorisation. He concentrated on the Sea Fury believing that the individual focus on that type was consistent with getting the best performance from the aircraft.

In 2013 Fred commenced flying the iconic American fighter the North American P-51D Mustang. Again, he focussed his displays on this single aircraft and quickly became accepted as one of its best exponents.

In 2018 Fred made the transition to vintage jet fighters and, consistent with his desire to get the most thorough grounding in these aircraft, he undertook an extensive period of training in the US. During this period, he flew the North American T2 Buckeye and MiG-15, and achieved FAA accreditation on the North American F-86E Sabre. Flying the Sabre he has also completed formation displays with Eurofighter, Lockheed Martin F-35, Lockheed F-104 Starfighter, and with other vintage jets such as the Messerschmitt Me 262 and MiG-15.



THE MASTER'S COMMENDATION

FLIGHT LIEUTENANT PAUL WHARMBY RAF

Ft Lt Paul Wharmby joined the Royal Air Force in January 1983, launching into an aviation career spanning over 41 years of meritorious service. Wharmby has accrued over 5,000 hours of fast

jet flying, dedicating himself to a life of duty and service and is currently the oldest serving pilot, still conducting fast jet flying duties, in the UK Armed Forces.

Qualifying as a Tornado GR1 pilot in 1988, he was assigned to 617 (The Dambusters) Squadron during the closing years of the Cold War, earning his Combat Ready status in the nuclear strike role. In January 1991, he flew one of the first combat missions as part of Operation DESERT STORM.

Ft Lt Wharmby joined 1 (Fighter) Squadron, in 1992, operating the Harrier GR7, once again returning to the Iraqi skies in support of Operation WARDEN. While

flying over enemy territory, his formation was engaged by a hostile surface to air system and his formation lead suffered significant airframe damage. Displaying supreme courage under fire, and assuming the lead, he shepherded his formation to safety in Turkey. He left the Harrier Force with an impressive 2,184 hours on type.

Ft Lt Wharmby's ground tours included the Ministry of Defence, Joint Services Command and Staff College and coordinating air power during Op HERRICK from Coalition headquarters in Kabul. On promotion to Wing Commander, he completed multiple tours as Officer Commanding Operations Wing at Royal Air Force Valley. He became a Qualified Flying Instructor (QFI) on the Hawk T Mk1 and the Senior Operator for the Royal Air Force Aerobatic Team, the Red Arrows.

As a Full-Time Reserve Service Hawk T Mk2 Instructor, he continues to employ his infectious enthusiasm for aviation, training the next generation of Royal Air Force and Royal Navy fighter pilots.



THE CUMBERBATCH TROPHY

RACHEL FRICKER

For more than 25 years, Rachel Fricker's subject matter expertise in Forensic Chemical Investigation and Fuels and Lubricants (F&L) has been vital to enable Navy Command (NC) and defence-wide

military aircraft deployments. She leads a small, highly specialised, team providing scientific analysis, advice and investigations in support of this work.

Rachel is a worldwide acknowledged expert in fuels and lubricants and has undertaken over 1000 investigations into military aircraft material-related issues. She has led the chemical investigation elements in establishing the cause of every recent UK military and many civil aircraft accident investigations in which material failure was implicated.

Sustained over many years, Rachel's immense contribution to military aviation has been achieved through a combination of professional expertise, partnering with industry, academia and international partners. She uses effective dynamic prioritisation to ensure that she continues to meet the conflicting demands of delivering fluid monitoring programmes, urgent operational high-profile investigations and her strategic goals.

Rachel puts in many additional hours to meet operational timescales and develop her phenomenal expertise. She has invested in developing her inexperienced team to become adept in providing necessary support. She uses innovative approaches, combining projects and leveraging

work to extend her scientific knowledge. By doing this she exceeds her urgent operational and capability development objectives in terms of quality and quantity. Over the years Rachel has provided similarly challenging and significant scientific advice to all of the Rotary Wing and Fixed Wing military air platforms, delivery teams and Aviation Duty Holders.



**THE HUGH
GORDON-BURGE
MEMORIAL AWARD**
**FLIGHT
LIEUTENANT
BENJAMIN DAVEY
RAF**

On 15 January 2024, Flt Lt Davey was the wingman of a Typhoon FGR4 formation tasked with a six-hour night operational sortie over Syria. During the final

Air-to-Air refuelling (AAR) bracket prior to recovery to RAF Akrotiri, Flt Lt Davey's aircraft developed a complete Cockpit Symbol Generator (CSG) failure leading to a totally dark cockpit: Total loss of the Heads-Up Display (HUD) and all head down primary instruments and displays. Simultaneously, the canopy demist system unexpectedly reverted to maximum flow: generating a sudden, noisy and disorientating airflow increase. Remaining in AAR contact without a HUD reference, Flt Lt Davey calmly reset the CSG and recovered the primary displays sufficient to complete refuelling safely.

During the two-hour transit home, Flt Lt Davey's aircraft suffered total loss of the CSG on a further three occasions before eventually failing completely. This required him to fly the aircraft using head-down, standby instruments whilst initially maintaining formation deconfliction via Night Vision Goggles alone, which quickly became impossible as he entered medium-level cloud. Flt Lt Davey calmly informed his lead of the problem, assured formation deconfliction and formulated a sensible plan. Having assumed the lead of the pair, he then suffered a single radio fail, leaving him with one functional communications system to converse with both Air Traffic Control and the other Typhoon.

Flt Lt Davey then executed a faultless singleton instrument recovery to RAF Akrotiri, at night and in poor weather, on head-down displays and secondary instruments. The aircraft was safely recovered without further incident.

THE BARRY MARSDEN MEMORIAL AWARD

**NO. 3 SQUADRON ROYAL NEW ZEALAND AIR
FORCE**



Over the period 11th-14th February 2023, Cyclone Gabrielle, a severe Category 3 Tropical cyclone, hit the North Island of New Zealand, devastating parts of the Northland, Auckland, East Coast and Hawkes Bay regions. In response to the gravity of the situation, the New Zealand government declared a National State of Emergency on 14th February, resulting in the mobilisation of a variety of New Zealand Defence Force (NZDF) elements that included 3 Sqn.

In anticipation of Gabrielle making landfall, the first NH Industries NH90 helicopter and crew were prepositioned to Auckland on 11th February. They were able to provide an immediate response helping to evacuate residents, complete airborne reconnaissance and photography, and the movement of cargo and personnel - including vital cancer medication and medical supplies for the local hospital. The most significant contribution was in responding to the impact of Gabrielle in Hawkes Bay with multiple rivers bursting their banks causing extensive flooding and disruption of essential power and communications networks. Once Gabrielle had passed, an NH90 helicopter was deployed to Hawkes Bay on 14th February. As understanding of the devastation grew, an additional three NH90 helicopters and crew (and later an Agusta A109) were dispatched.

The crews immediately commenced operations rescuing numerous people stranded on the roofs of their almost completely-submerged single-storey houses. On the first day, 23 people (and five dogs) were rescued. Many of these were completed by hoist under demanding conditions. One rescue of note saw an individual with an existing spinal injury needing to be recovered from their second-floor bedroom. The winch person completed forced entry through the bedroom window, enabling the patient to be moved to the roof and safely winched into the helicopter.

Over the entire period, the crews of 3 Sqn evacuated 384 people and 23 pets, transported 37 VIPs, and moved 25,600kg of external, and 66,810kg of internal, loads and broke global flying-rate records - flying a total of 302.9h, 198.5h of which were in the first week.

THE PRINCE PHILIP HELICOPTER RESCUE AWARD

CREW OF RESCUE 936



Rescue 936 (L to R): James Stewart, Rich Taylor, Dave Kenyon and Steven Thomas

At 22:58hrs the crew of R936 was tasked to assist Ogwen Valley Mountain Rescue Team (OVMRT) with the rescue of two climbers who had become trapped on a small, heavily sloping grassy ledge amid large vertical cliffs at approximately 2,700ft. The night-time scene was in and out of cloud with a strong, turbulent airflow. R936 routed around weather to the scene and quickly identified the general area of the casualties' last reported position. The torch of one of the climbers was then spotted briefly through a short break in the cloud. During the next temporary clearance, the crew was able to close with the area and establish a hover alongside the casualties as the cloud returned. With poor references and increasingly severe turbulence R936 had to fly away.

The crew began discussions with OVMRT as to the feasibility of winching the casualties from the cliff, and was informed that the MRT had hill parties ready to be collected and winched to the mountain. With no suitable site to deploy the MRT in the conditions, a worsening weather picture, and given the amount of time it would take for the MRT to climb up, R936 elected to make another attempt to affect the rescue. Using the next gap in the clouds to approach a different part of the mountain, R936 then hover-taxied into a briefing point well above the casualties and closer to the cliff face than the first.

With faltering references and gusting winds, R936 managed to maintain a hover in the briefing position whilst the position of the casualties was recced. Their precarious situation was immediately obvious so, with the weather due to deteriorate further, R936 remained *in situ* and attempted to manoeuvre the aircraft into the casualties' overhead. Achieving the overhead proved extremely challenging because of the cloud, the heavy turbulence, and the terrain requiring the rotor tips to be in very close proximity to the sheer cliff face alongside the aircraft. Working hard on the controls, with torques fluctuating over 100%, and with judicious timely patter from the Winch-Operator, R936 managed to hold a workable position above the casualties, and the crew agreed that live winching was possible.

Despite the threat of an immediate and dynamic flyaway through cloud leading to a dark mountain valley spacewalk or, worse still, thickening cloud resulting in a loss of references for the pilot, the Winch-Paramedic, without hesitation, agreed to conduct the rescue. 130ft of cable was used to get the Winch-Paramedic to height and the aircraft was then manoeuvred yet closer to the cliffs to get him onto the grassy ledge.

Maintaining the overhead and a safe tension on the cable to protect the Winch-Paramedic proved extremely demanding in the turbulent conditions. Working rapidly, the Winch-Paramedic double-stropped the first casualty and recovered to the aircraft with him. Despite the evident risk, the Winch-Paramedic immediately agreed to be winched out again to recover the remaining casualty. Once more this transpired to be a challenging evolution, with increasing turbulence and gusts pushing the aircraft towards the cliff. Dynamic and succinct communication from the Winch-Operator was instrumental in keeping the aircraft safe whilst the second casualty was recovered to the aircraft.

Throughout the winching the non-handling pilot maintained an acute awareness of aircraft performance and the intended actions should the aircraft have to abort. He delivered a wholly appropriate flow of information to the rest of the crew in a very calm and professional manner, allowing R936 to pause and then vacate the area during the next gap in the weather. During recovery of the climbers the Winch-Operator was necessarily precise and rapid with his patter; the handling pilot was working hard to control the aircraft, and the non-handling pilot was monitoring the engine instruments and providing a commentary on the cloud blowing through; all whilst the Winch-Paramedic worked on a small ledge with hundreds of feet below him.

MASTER'S REGIONAL AWARDS

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



AUSTRALIAN REGION

CAPT ANTHONY ALDER



HONG KONG REGION

VALERIE STAIT



NORTH AMERICAN REGION

TEARA FRASER, ISKWEW AIR

AFFILIATED UNIT PROFILE: THE RED ARROWS



By Wg Cdr Adam Collins

Wind the clock back to 1964. The Porsche 911 and Ford Mustang were newly released – destined to become motoring icons. *Goldfinger* and *Mary Poppins* were great box-office successes,

though television was still black and white, and Neil Armstrong could only imagine walking on the Moon. The year saw the births of The Duke of Edinburgh and Boris Johnson, but it also saw the formation of the first full-time RAF aerobatic team, to be known as the Red Arrows, with the motto 'Eclat', meaning excellence.

Flying the diminutive Folland Gnat, the team moved away from its previous part-time display flying – the Black Arrows, the Red Pelicans and the Yellowjacks. Founding team pilot Sqn Ldr Ray Hanna said: "This reflected official policy towards display aerobatics. There were to be no half measures; the team's sole responsibility was to do formation aerobatic displays, with no other commitments to compromise the efficient discharge of this duty."

First displaying as a seven-ship, the team was led by Flt Lt Lee Jones. He and four team pilots came straight from the Yellowjacks, the other two being selected from within the Central Flying School instructor cadre. In 1968, under the leadership of Ray Hanna, the team increased in size from seven aircraft to form the Diamond Nine, now synonymous with the Red Arrows.

PRESENT DAY

Winding the clock forward 60 years, via two aircraft types, six operating bases, 25 team leaders and almost 5,000 public displays in 57 countries, we find today's team. An increase from 50 personnel in 1964 to almost 150 regular, reserve, civilian contractor and civil servants, covering every profession in the Royal Air Force.

The pilots are now all frontline experienced on a variety of fast-jet types, having undergone a rigorous selection process including a flying test, formal interview and public relations assessment. Application criteria include c1,500h of fast-jet flying – not just for learning complex formation aerobatics but also to ensure pilots have significant airmanship and captaincy experience, vital for operating overseas as large formations into unfamiliar airfields, sometimes in poor weather.

The role of the team has expanded markedly over six decades. As well as flying around 70 public displays per year, entertaining and inspiring airshow audiences, we are now global ambassadors. We promote UK interests in business, commerce, education, industry and defence

overseas, engaging with everyone from school children during STEM sessions to world leaders and royalty.

DIAMOND SEASON

To mark the start of the 60th season, a poignant event was held at RAF Waddington in March 2024, with past and potential future team members watching the current team flying in formation with a Gnat in Yellowjacks livery. The founder members were represented by Henry Prince (pilot) and Peter Jones (engineer), both clearly delighted to be back in the presence of the Gnat and proud of the team and the story they helped to start.



Back to the beginning: Red Gnats at Yeovilton

Henry, a regular visitor to the team, debriefed the synchro pilots by waving his walking stick at them and saying: "You're doing a bloody good job!" Sadly, Henry passed away in the summer, but we were proud to carry his name under the cockpit of our 12th jet for the remainder of the season, including during our tour to Canada.

Shortly afterwards, the team deployed to mainland Europe for five weeks of training prior to the Public Display Authority (PDA) assessment. The deployment offered fair weather, a variety of training sites (each with its own complexities) and a chance to weld the whole team coherently, whilst applying final polish to the display sequence. A busy domestic season followed, appropriately showcasing our Diamond Nine formation.

MAPLE HAWK – TOUR OF CANADA

The Red Arrows embark on overseas tours on a regular basis, primarily to promote UK interests – flying the Union flag in red, white and blue smoke wherever we go. We conduct flypasts, displays and ground engagements as ambassadors; the convening power of Red Arrows events drawing influential people together, often the catalyst for investment in UK industry or development of diplomatic relationships. But our ambassadorial role can be combined with celebration too, this being the focus of our tour to Canada called *Maple Hawk* – marking the centenary of the Royal Canadian Air Force (RCAF).

Flying a 50-year-old, single-engine aircraft across the

Atlantic is no mean feat. As a training aircraft, the BAe Hawk cannot air-to-air refuel, requiring us to route via Iceland and Greenland to reach Canada. The Atlantic crossing was meticulously planned, using an altitude reservation block from Gander and airborne support from RAF Boeing P8 Poseidon and Airbus A400Ms.



A rare sight: 12 Red Arrows Hawks in transit at Keflavik

The transit started with 12 aircraft landing in Stornoway as a single formation. From then on, we split into two sections of six, to allow flexibility in poor weather and increase margins on the legs where we were tight on fuel.

After a night stop in Iceland, we set off for Narsarsuaq, Greenland – arguably the leg with the most complexities. The airfield is VFR only for the Hawk and is surrounded by high ground, meaning we required at least a 3,000ft cloud-base and good visibility to arrive and depart safely. It is also a short runway with icebergs floating past the end of it – certainly one to concentrate the mind!

Having successfully landed and refuelled 12 aircraft in Greenland, the first section of six departed for Goose Bay only to have to make the decision to turn around after approximately 30min because of a change in destination weather; to previously-unexpected thunderstorms directly over the airfield.

The following day brought strong headwinds in our altitude reservation airspace, meaning we wouldn't have sufficient fuel to safely complete the route as planned. However, after another 24h, conditions were favourable and, two days later than expected, we arrived in Goose Bay and then continued to our first display location of Greenwood, Nova Scotia.

The next five weeks saw us display in Greenwood, Toronto, Gatineau-Ottawa and London. We conducted flypasts over Toronto, Niagara Falls, Ottawa, Montreal and St John's, flying mixed formations with the Canadian Forces' Snowbirds' Boeing CF-18 and the Canadian Heritage Avro Lancaster. All flypasts were co-ordinated with ground engagements, often alongside colleagues from the British High Commission and Consulates, including the opening ceremony of the new High Commission building in Ottawa.

We landed at 14 different airfields and hosted or attended 35 ground events, from hospital visits to STEM engagements and diplomatic receptions. We resourced over 115h of engagement and generated more than

450 million social media impressions through a range of dynamic content – a simply staggering statistic for a relatively small unit.

REFLECTION AND THE FUTURE

The 2024 diamond display season was a resounding success. Despite operating a 50-year-old aircraft, 100% of our public displays were flown as a nine-ship – a statistic seldom, if ever, seen in previous seasons.

The performance of our whole team has been exemplary; no other unit in the RAF launches almost all its aircraft simultaneously, three times per day from multiple airfields in any given week, and all in the full glare of social media. We all strive for excellence in everything we do, representing the RAF and the UK, always under scrutiny, always in the spotlight, but always delivering it, and safely.

But what of the future? As well-suited as it is for formation aerobatic display flying, the venerable Hawk T Mk1 cannot go on forever. It is due to go out of service at the end of the decade, with a replacement aircraft for the Red Arrows still to be identified. Irrespective of the next aircraft, the real strength and longevity of the team lies with the strategic delivery of 'soft power' around the globe – messaging, influencing and promoting the UK with a unique capability and offer. Of course, it's important not to overlook the simple joy that the Red Arrows bring to millions of people every year; entertaining and inspiring through dynamic, precision formations, trailing red, white and blue across the sky.



The Red Arrows provide a stunning foreground to the CN Tower in Toronto

The founder members of the Red Arrows weren't certain the team they formed would last even five years, let alone develop as it has 60 seasons later. I'm sure they didn't foresee the team being regarded as a British institution, as recognisable as a red phone box or a London taxi, a fixture over every major national event and known the world over for precision, excellence and being the best of British. Long may that continue. Eclat.

Wg Cdr Collins is Officer Commanding, Royal Air Force Aerobatic Team (RAFAT)

□



THE TYMMS MEMORIAL LECTURE 2024

By The Editor

The 2024 Tymms Memorial Lecture was delivered by Grp Capt Andrew Coe OBE MA BSc (Hons) RAF, Deputy Programme Director and Head of Security for the Global Air Combat Programme, known loosely in public as "Tempest".

The three-nation (UK, Japan and Italy) programme to build a new sixth generation fighter is already a major operation, headquartered in the UK and employing 3,500 people here. As a joint venture it has industrial partners in Japan and Italy, with differing targets, said Grp Capt Coe: Japan needs its first new fighters in 2035, while the UK's goal is for delivery between 2035 and 2040. To move from a standing start in 2018 to production deliveries in 2035 is, he said, "...unheard of."

Why did the UK need its own next-generation aircraft instead of buying from the USA as it had done with the fourth generation (the Lockheed Martin F-35 Lightning)? It was, he said, ownership: "If we want to change an F-35, we need permission from the US – if we own it, we don't need to ask." The US New-Generation Air Defence (NGAD) replacement of the Lockheed Martin F-22 was not an option for the UK, while the competing Système de Combat Aérien du Futur (SCAF), a sixth-generation project of France, Germany and Spain, had to be able to fly off the French carrier *Charles de Gaulle* and was, as a consequence, too small, too short in range for the UK requirement. There was also tension between France and Germany over the direction of that programme.

The UK was used to working with the Italians, he said, and although Japan was not part of NATO, having friends in Indo-Pacific was a big thing. He revealed that Japan scrambles aircraft twice a day to intercept Russian, North Korean, Chinese aircraft, and that GCAP would be a conventional (and visible) deterrent. China, he said, had 230 Chengdu J-20 fifth-generation fighters and some 400 missiles with a range of 2,000km (1,250 miles).

CREWED OR UNCREWED?

There was, said Grp Capt Coe, a continuing debate over whether such new aircraft should be crewed or uncrewed: "The public is losing its appetite for pilots losing their lives in combat, but we are not yet ready for uncrewed. The combat environment is too complex – if the combat zone is 2,000 miles from the controller, I don't think we have the right technology yet."

The capabilities and features of GCAP outlined by Grp

Capt Coe were impressive. "This is a Hoover," he said: "It absorbs all sorts of info, and is covered in sensors. You might not even know what it's gathering." Its stealth capabilities meant that unlike the conventional intelligence-gathering Boeing RC-135 Rivet Joint aircraft which could be "seen" from 1,000 miles away, opposing forces would not be able to see GCAP, so it could get in close. It would be able to fire air-to-air, air-to-ground and other future weapons. It was no longer "...an ambitious, wildly optimistic Powerpoint" but a firm realistic programme.



The Tempest demonstrator presages GCAP (BAE Systems)

Grp Capt Coe spent much of the lecture focussing on the structure, strengths and capabilities of the international co-operative programme, and the internal controls on elements like cost. "We are very stringent on unit costs," he said, pointing out that there was a team in government "...that comes in and makes sure we don't do an HS2 [the UK's troubled new high-speed rail project, which is wildly over budget]." This was in contrast to the USAF's new Northrop-Grumman B-21 bomber, which would cost \$US1 billion each.

He said: "We have looked outside defence" for assistance on how to manage the programme, which was getting access to the best civil servants. "I've been on projects where government and industry were separate – on this one, we are working together."

All this was against a background in which "...the World is not a pleasant place. Ukraine is proof of what happens when nobody has control of the air, and if you lose the war in the air, you lose the war on the ground."

In proposing the vote of thanks, after a lively and informative question-and-answer session, PM Nick Goodwyn praised Grp Capt Coe "...for bringing so much passion, humanity, transparency." to the Tymms Memorial Lecture for 2024. □



DINING BY AIR PILOTS' RULES

By Warden Dave Singleton

"Happiness is a good bank account, a good cook and a good digestion" - Jean-Jacques Rousseau. I would also suggest

that good company and an excellent venue in which to enjoy it are suitable additions to this aphorism.

As noted in a previous article, the history of the Honourable Company is inextricably intertwined with Rules Restaurant in Maiden Lane, London, founded in 1798, making it the city's oldest restaurant. Our association with it as a Guild and Company dates back to 1928 and to the founding of the Guild of Air Pilots and Navigators nearly 100 years ago: indeed, many of the early meetings were held in the restaurant before the Guild secured its own premises and office. In recognition of this fact and our history, in 2023 Assistant Pat Voigt and Warden Elizabeth Walkinshaw organised a small gathering of eight Court Members to meet and dine in the John Betjeman Room – the smaller of the two private dining rooms available. Such was the success of this social event it was agreed that the opportunity to attend should be expanded to include more Court Members and with a view to making this an annual event.



The Court at the Company's spiritual home (P Voigt)

Fortunately for us, the Graham Greene Room is able to accommodate up to 18 people in a wonderfully relaxed atmosphere, steeped in history – literary and otherwise – but more of this later. Given the additional space available to us our doughty organisers, Pat and Elizabeth, were able to open the invitation to the wider Court and on 21st September 14 members of the Court, including the current Master and Immediate Past Master together with the Director of Aviation Affairs, Assistants and Wardens gathered in the Cowdray Room of the RAF Club prior to the relatively short journey to Covent Garden and Rules.

Organised with something approaching military precision and with three 'shepherds' ensuring that we all departed the Club on time, the whole group arrived in good order within a short space of time of each other at Rules.

Maiden Lane is predominantly pedestrianised these days, so a short walk from the taxi drop-off to the restaurant is involved. Amusingly, we were asked by another diner if our various Court Badges were Olympic medals! I'm not sure in which event we would be eligible to compete, but it was nice to be asked.

INTO THE GREENE ROOM

On arrival we were ushered to the dining room, named in honour of one of the leading novelists of the 20th century and met by our *maitre d'* for the evening. As can be seen from the photos accompanying this article, the table setting was impressive. The panelled walls of the dining room are adorned with paintings, cartoons and other artwork, and photos spanning the history of the restaurant and particularly, given Graham Greene's prodigious literary output, of the author and namesake of the dining room himself. Of particular interest to the group in general was the display cabinet containing a number of Greene's personal possessions, donated by him.

Rules specialises in traditional English cuisine and each of the dining rooms has its own kitchen, meaning that that our previously-chosen menu for the evening was superbly prepared and impeccably served from only a few feet away. As members of The Air Pilots we are all fortunate to enjoy the company and fraternity of colleagues from hugely diverse backgrounds, and this quality was well represented by those attending that evening. In an environment such as that the wide-ranging conversation and 'banter' flowed freely with aviation stories, new and old, being exchanged and embellished – all to the good, it must be pointed out, so as to protect the innocent.

In common with all Livery Companies the Air Pilots has strong traditions of which we can justly be proud to be a part; re-establishing the tradition of the Company's long held connection with Rules Restaurant, particularly as we move toward the Company's 100th anniversary, is a welcome and very worthy one to continue. □



PHOTOGRAPHIC ASPIRATIONS: THE STORY BEHIND THIS MONTH'S COVER IMAGE



by John King

Possibly the most satisfying aspect of aviation photography is the variety it offers. No two aerial photo sessions are ever the same, and even less straightforward are the circumstances leading up to each sortie. Life is never dull.

Dennis Thompson's Corporate Flight Services at Ardmore, Auckland, has been looking after clients' aircraft – not only sales but also their hangarage, maintenance and other matters associated with aircraft ownership. Among those, 30 years ago, were the Cessna 150 and Piper Comanche, Twin Comanche and Seneca of brothers Roger and Richard Craddock QC, which I photographed over the Hauraki Gulf one day in June 1994. This shoot was made complicated by having only two pilots, Mark Mullins and Paul Murphy, to fly all four subject aeroplanes. The camera Cessna 172RG was flown by Sandy Bruford.

Richard Craddock and his wife Lizzie had a holiday home in Wanaka and used the Seneca mainly for commuting from their Auckland base, and Richard mentioned in passing that he also had a share in Wanaka-based North American Harvard NZ1066, ZK-ENE. We agreed that a photo session with the Harvard one day would be a good idea, so I tucked that away in the back of my mind.

In October that year I was in the South Island, capturing on film a number of different aeroplanes – Percival Prentice, Cessnas 172, 185 and 206, Twin Astir glider; that sort of thing – and was driving back to Christchurch from Haast on a perfect spring day with blue skies and little wind. Passing Wanaka airport, I popped in to see what was going on, as one does, in time to see Harvard NZ1066 taxi out and take off. I borrowed Aspiring Air's base radio to call it up, and it was indeed being flown by Richard. To my suggestion that today would be a good chance for some air-to-air photos, he replied that he was just doing some circuits, and we could chat about it when he was finished.

All the elements of a decent photo session were coming together – weather, glorious landscape, serviceable subject aeroplane, suitable camera plane of compatible performance and pilot in the form of the Craddocks' Piper Seneca and local identity Grant Bisset – but nothing connected with aviation is ever entirely straightforward.

I thought it would be nice to have Lizzie in the Harvard, too, but she was at home back in town, gardening. Richard was driving their vintage Austin Seven saloon, wearing

its original perpendicular fabric body and with modest performance, capable of perhaps 35kt knots downhill with a stiff tailwind, so he was despatched in my car (itself borrowed) to fetch her. Grant had all the ratings for Seneca flying, but he'd never flown ZK-WUG and needed to do the obligatory take-offs and landings to make sure he knew where the switches were before carrying a passenger (me), so off he went.

GETTING A CLEAN SHOT

Left alone outside the hangar, I contemplated the Harvard. It was looking a bit grubby, so I purloined some rags from the Alpine Helicopters hangar and proceeded to convert them into oily rags. The side of a Harvard comprises a fair



Mt Aspiring or Tititea ('Shining Peak') is New Zealand's 23rd highest mountain at 3,033m

bit of surface area, but since I was photographing only one side, I could cunningly ignore the other. About the time I finished the job I realised that, instead of sitting as usual on the right-hand side of the camera plane, shooting the left side of the target, I'd be sitting beside the (removed) left rear door of the Seneca, looking at the still-grubby right-hand side of the Harvard. Sigh! More rags, a basically slightly cleaner NZ1066, both sides.

With everybody gathered back on the Wanaka tarmac, fully briefed and the Seneca's back door removed, we set off. After what seemed like hours of preparation, the flight itself was uneventful. Richard's formation flying was fully up to scratch, and, with his local knowledge, Grant knew exactly where to position both aeroplanes to best effect. He also gave me fair warning of a particularly good background so that I wasn't caught out changing film (always a factor in those pre-digital days) when the best view of Mt Aspiring appeared with the Harvard bearing the Craddocks in exactly the right spot.

John King is the 2024 recipient of the Hugh Field Memorial Award for Aviation Media.

□



LOSS OF CONTROL IN FLIGHT

By Shane Tobin, CEO, UPRT Australia

"What the bloody hell are you doing?"

"What's happening? I don't know- I don't know what's happening!"

"We've lost all control of the aircraft!"

"We don't understand anything- we have tried everything!"

"This can't be true! But what's happening?!"

These are the chilling final words of the three pilots onboard Air France Flight 447 in June 2009, as the Airbus A330 plummeted towards the Atlantic Ocean at more than 12,000ft/min with the engines at full thrust. The pilots, with a combined 21,000 flight hours and nearly 40 years airline experience, perished along with all passengers and crew. This accident, along with the loss of Turkish Airlines Flight 1951 and Colgan Flight 3407 in February the same year resulted in a combined 286 fatalities and 124 injuries and brought Loss of Control-Inflight (LOC-I) into sharp focus. Thus began the journey to understand why pilots made "errors" that led to catastrophic outcomes, which drove the creation and implementation of Upset



Prevention and Recovery Training (UPRT).

Whilst UPRT has been mandated in Australia for Part 121 operations, as yet, there is no

Not every upset is intentional

mandate for any other operations. This does not discount LOC-I as a threat to other parts of industry. The general aviation statistics in Australia show, on average, a LOC-I type accident occurring roughly once every two weeks over the last 20 years. In the same time period, across the globe, LOC-I accidents are causing more fatalities than all other causes combined, with the most recent event in August with the loss of an ATR 72 in Brazil.

INVISIBLE EFFECTS

Unfortunately, traditional flight training methods and capabilities do not prepare pilots for an actual or impending LOC-I situation. Investigative reports are filled with notes like "pilot error" or "handling mistake", yet alongside that will sit comments that the pilot was "competent", had "lots of experience" and "...would not normally make a mistake like that". The incapacitating effects on the cognitive ability of a LOC-I event are

invisible to the untrained, and can make even the most seasoned pilot look like a total amateur in a matter of seconds. This is the main reason why LOC-I has a fatality rate of around 80-85% and close to a 100% hull loss rate.

When confronted with an unexpected event, our brain immediately kicks into a threat assessment. This assessment takes only half a second, and our brain's amygdala and hypothalamus need to recognise the event as a "non-threat", otherwise the sympathetic nervous system (or "SNS") commences a larger, body-wide response. Often referred to as Startle and Surprise, this response is automatic and unconscious. What happens after this, though, depends on our training. If we are able to recognise the situation and we know we have a solution, we can extricate ourselves from this response and then, hopefully, get the aircraft back under control.

However, if we have not seen the situation and have no tools in our arsenal to get the aircraft back under control, we spiral, and the body will ramp up the response to such a level that we become totally incapacitated in just a few seconds. This is what is called "Amygdala hijack", and it can happen to anyone with any experience or skills. You will be unable to find relevant information in the flight deck, much less process it, and you become a passenger in your own aircraft. Without having the tools to understand and control this, stick and rudder skills are totally useless.

Comprehensive UPRT combines the soft and hard skills needed to prevent and recover a potential LOC-I, but to be effective requires us to put aside ego and make way for some introspection and fallibility. All the pilots who have been victims of LOC-I received training to the regulatory standards but that training has gaps that the fate of LOC-I continues to find. We must remember that no pilot who succumbed to the LOC-I threat went out expecting the event to occur. UPRT facilitates a deeper understanding of our non-technical skills and human behaviours, which, when combined with improved stick and rudder skills, ultimately creates the resilience to combat the greatest threat in our aviation community.

[This article is based on a presentation recently given by Shane Tobin to the Australia Region.]

□





COMETS IN THE ARCHIVE

By Liveryman Peter Elliott, Hon Archivist

It is said that all people are six or fewer social connections away from each other, and it was thus that a recent addition to the Company archive reached me: that will be explained shortly.

Capt Michael Majendie was Master 1962-64, and had flown in the RAF as an instructor, flying boat captain and test pilot before joining BOAC. He became a founder member of the Development Unit set up to introduce the de Havilland Comet to airline service. On 2nd May 1952 he was in command of G-ALYP, making the first commercial service: BA113/001 to Rome. Amongst his papers we now have the Flight Plan, Airways Flight Plan and Navigation Log, which show a flight time of 2h 34min and a planned fuel burn of 7,750 kg. ("Yoke Peter" was the third Comet built and, on 10th January 1954, it became the second to break up in flight, en route from Rome to London. It fell into the sea near Elba.)

Majendie later became Managing Director of Smiths Aviation Division, and there are a few papers from this time, including a speech promoting Smiths' automatic landing system, entitled *The Demon Robot*.

MOVING MAPS

Whereas today's passengers have the benefit of moving maps, those flying in the 1950s had a different sort of moving map – one that was passed round the cabin from the flight deck. Appropriately for that Olympic year, we have two maps, mounted on board, from an unidentified Comet flying from Helsinki (where the 1952 Summer Olympics were held between 19th July and 3rd August) via Oslo to London. *Flight* records that on 5th August a special flight was arranged to bring the Dukes of Edinburgh and Kent home from Helsinki, stopping overnight at Oslo. The planned track from Oslo to London is marked with



Capt Majendie's hand-annotated 'moving map' of 1952

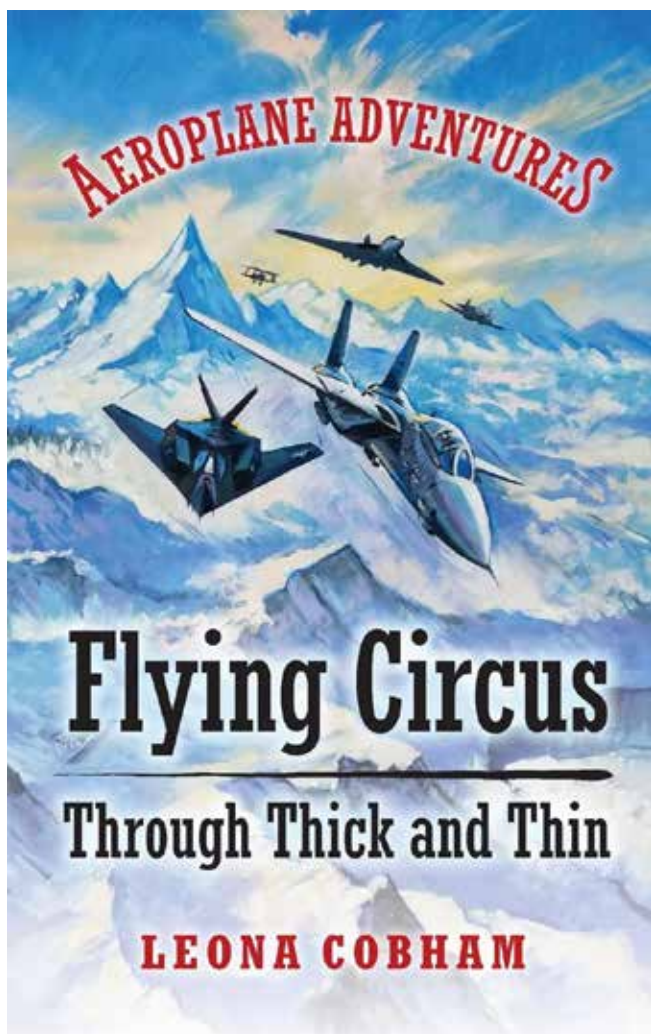
a cross, and there is a note: "At 09:00 we will be directly overhead HMS Wilton, a frigate with which we are in radio contact."! Was it a coincidence that the ship was on the planned track, or was she acting as a floating naavid? In view of the VVIP passengers, she may have been tasked with a precautionary Search and Rescue role.

And the six or fewer connections? One of my retirement roles is running a team of volunteers who look after the RAF Club library, and the late wife of one of my librarians was a friend of Majendie's daughter... □

1952 OLYMPIAD - HELSINKI			
COMET FLIGHT - HELSINKI - OSLO - LONDON			
FLIGHT PROGRESS			
STAGE FROM	Oslo	TO	LONDON
EST. FLIGHT TIME	2 HRS. 20 MIN.		
OUR POSITION AT	0900	G.M.T. WILL BE/WAS	AS SHOWN ON THE MAP
ALTITUDE ABOVE SEA LEVEL	37,000	FEET:	CABIN ALTITUDE 8,000 FEET.
OUTSIDE AIR TEMP.	-50	°C.	GROUND SPEED 400 M.P.H.
WE ARE	ON	MINS. AHEAD OF/BEHIND FLIGHT PLAN:	E.T.A. LONDON IS 10.15 G.M.T.
REMARKS	AT 0900 WE WILL BE DIRECTLY OVERHEAD H.M.S. WILTON, A		
FRIGATE WITH WHICH WE ARE IN RADIO CONTACT		CAPTAIN	DATE
		Pd. Pd. Majendie	
COMET FLEET B.O.A.C.			

BOOK REVIEW: AEROPLANE ADVENTURES FLYING CIRCUS THROUGH THICK AND THIN BY LEONA COBHAM

Reviewed by Benji Goodwyn and PM Nick Goodwyn



"...a lovely way to introduce aviation to a young audience.

Flying Circus Through Thick and Thin is the second of the *Aeroplane Adventures* series by Leona Cobham, granddaughter of late Liveryman Sir Alan Cobham, and brings together four friends, 'Spif' the Spitfire, 'Vul' the Vulcan, 'Woody' the Tiger Moth and 'Tom' the Tomcat. Like her first book *Flying Circus Takes to the Skies*, the new volume has three stories encompassing aviation, friendship, challenges, working together and blended with history

and technical detail. They are fun and also educational. The four main aeroplane friends have characteristics that reflect the bold and the brave but also reflect the fallibilities of real life and young (and old) readers will enjoy the stories as the friends get entangled into comical situations as well as facing complex challenges and more severe weather threats, hostile enemies, and gunfire.

The author is clearly passionate about aviation and has a unique style of storytelling that is detailed and accurate with technical knowledge woven through the stories. They are well illustrated too, in a style reminiscent of *Biggles* stories and with further diagrams that help to explain some of the technical information such as functions of different aircraft parts to the landing path flown by planes approaching a runway. The series (and there are sure to be more) is a lovely way to introduce aviation to a young audience (probably from the age of eight?) and would make a good stocking filler for Christmas.



BENJI GOODWYN (AGED 10) WRITES:

I really enjoyed reading these books and particularly enjoyed learning about the aeroplane parts and functions and the 'in and out of the cockpit' explanations. The pictures which went with the stories were good too, and some of the accents like Anton the Antonov and the Zarovian President made me laugh. I think these books would be great for younger kids and especially if they like the *Superwings* cartoons and maybe like aeroplanes. The stories were fun.

Aeroplane Adventures: Flying Circus Through Thick and Thin, and *Aeroplane Adventures: Flying Circus Takes to the Skies*, by Leona Cobham, published by Cobham Wings (www.cobhamwings.co.uk); softback, 143pp and 94pp respectively; £6.99 each

□



AIR PILOTS REPORTED MISSING

The archives at AirPilots House include an almost complete collection of the Guild/Company's magazines, starting in 1935. Over the years, titles have included *Guild News*, the *Newsletter*, the *Journal*, and – of course – *Air Pilot*. A recent check has shown that several copies of *Air Pilot* are missing. There is gap running from No. 14 (April 2016) to No. 33 (June 2019) inclusive. If anyone can help to complete the series please contact the Archivist, Peter Elliott, via archives@airpilots.org



INTO THE OVERSHOOT

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

CLEARED TO LAND

On October 13th SpaceX achieved the first-ever retrieval and capture of its Super Heavy booster back onto its launchpad at its Starbase near Brownsville, Texas, following the launch of a Starship upper stage. It's all very redolent of the test flying of the Ryan X-13 Vertijet back in 1957 which, given the march of technology in the last 70 years, was probably even more remarkable an achievement. Perhaps this vertical launch/retrieval philosophy could catch on as a solution to airport expansion and congestion – though whether residents near Heathrow would welcome the sonic booms accompanying the Super Heavy's return is another matter... (SpaceX and USAF) □



COMPANY ON PARADE (1)

The Company was represented on in the annual Lord Mayor's Procession by Wardens Elizabeth Walkinshaw and Peter Singleton, and Assistant Glen Fricker, shown being pursued by the Water Conservators and the Master Mariners. Having marched via St Pauls, Cheapside and Fleet Street to the Royal Courts of Justice, they were treated to lunch and drinks provided by the Firefighters on board HMS Wellington, the Master Mariners' previous floating Livery Hall, before the procession re-assembled and made its way back to Guildhall, this time via The Embankment and Victoria Street. □



COMPANY ON PARADE (2)

The Air Pilots delegation at Safeski24: Upper Freeman Wg Cdr (Retd) Arnie Morscheck, Freeman Drew McKinnie, Liverymen Capt Brian Greeves, Regional Chairman Capt Adrian Young and Capt Patrick Murray, and Upper Freeman William Kay and Grp Capt (Retd) Peter Norford □