# Guild Diary

## August 2011
- 11: Pilot Aptitude Assessment, RAF Cranwell

## September 2011
- 15: 5th General Purposes and Finance Committee meeting, Cobham House
- 15: 3rd Court Meeting, Cobham House
- 20: 3rd Technical and Air Safety Committee Meeting, Cobham House
- 21: Guild Luncheon Club, RAF Club
- 21: Sir Frederick Tymms Lecture, Royal Aeronautical Society
- 27: 3rd Technical and Air Safety Committee Meeting, Cobham House

## October 2011
- 3: Election of Lord Mayor, Guildhall
- 6: Pilot Aptitude Assessment, RAF Cranwell
- 11: 3rd Education and Training Committee Meeting, Cobham House
- 13: 6th GP & F Committee Meeting, Cobham House
- 25: Environmental Committee Meeting, Cobham House
- 27: Trophies and Awards Banquet, Guildhall
- 29: Flyer Show, Sofitel, Heathrow

## November 2011
- 8: 4th Technical and Air Safety Committee, Cobham House
- 8: Benevolent Fund Board of Management, Cobham House
- 11: Silent Change, Guildhall
- 12: Lord Mayor’s Show, Guildhall
- 14: Lord Mayor’s Banquet, Cutlers’ Hall
- 17: 7th GP&P Committee meeting, Cobham House
- 17: 4th Court Meeting, Cutlers’ Hall
- 17: Scholarships Presentation, Cutlers’ Hall
- 23: St Cecilia’s Festival, Westminster Cathedral

## December 2011
- 1: Pilot Aptitude Assessment, RAF Cranwell
- 6: 4th Education and Training Committee, Cobham House
- 9: Guild Carol Service, St Michael’s, Cornhill
- 9: Christmas Supper, The Counting House
- 16: 8th GP&P Committee meeting, Cobham House
- 16: New Member’s Briefing, Cobham House
- 16: Guild Closes

## Guild Visits Programme
- 7 September: RAF Northolt Ops Room and RAF Uxbridge Bunker
- 24 September: David Shepherd Artist, East Grinstead
- 26 September: Ladies’ Visit to the Royal Opera House
- 4 October: Army Air Corps, Middle Wallop
- 19 October: Hawker Beechcraft, Chester Hawarden

Please see the Flyers accompanying this and previous editions of Guild News or contact Liveryman David Curgven at guildevents@dcai.co.uk. These flyers can also be downloaded from the Guild website.

Cover Photo: The RAF Aerobatic Team, the Red Arrows, are engaged in yet another busy summer of air displays at a wide variety of locations. The Team is one of the Guild’s affiliated units and is shown here displaying at Marshall’s Cambridge Airport in the summer of 2010. Photo courtesy of Paul Eldridge, Design Team Manager, Marshall Design Team, Airport House, Cambridge.
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DISPROPORTIONATE OLYMPIC AIRSPACE REGULATION?

It was always expected that security restrictions around the 2012 Olympic and Paralympic Games would require a known air traffic environment. It is therefore not surprising to see an exclusion zone around the stadiums and Olympic village. However, the proposal for a Restricted Zone covering over 3,000 square miles has rocked the General Aviation community in the UK. The area, combined with ‘airspace grabs’ by some regional airfields in anticipation of higher traffic levels is set to have a major effect on all airspace users and could even threaten the future of a number of aerodromes and a wide range of aviation-oriented business.

The proposed Olympic restriction zone extends from Cambridge in the north to almost the south coast. There is little geographical logic to the zone, it has simply been drawn along existing 3500 foot Air Traffic Control boundaries without any reference to navigational features or local lower airspace needs.

Blackbushe, Fairoaks, Old Warden, Duxford, Earls Colne, Wycombe, White Waltham and Headcorn are just a few of the busy GA airfields that have been placed within the zone, which extends almost to the south coast. Between July and September 2012, in order to fly in this zone a pilot must file a flight plan and receive an approval number (which may or may not be given dependent on ATC workload) at least 2 hours before take-off. The pilot must then establish and maintain RT communications and ‘squawk’ a specific transponder code. As can be imagined, flying school operations, particularly early solo student flights, will find it almost possible to operate within these requirements. The restrictions will also severely curtail activities such as ballooning and gliding, while many private owners of microlights, light aircraft and vintage types will effectively be excluded from their home airspace for the duration. Many aircraft used for local, leisure flying have radios (if fitted at all) with limited range and their electrical systems are often simply incapable of driving the power requirements of a transponder which needs to continually transmit its coded message. It seems that neither NATS nor the CAA were party to the scale of the restrictions until the initial announcement by the Right Honourable Theresa Villiers MP, Minister of State for Transport, on 7th March. Their apparent expectation was that any announcement would form the start of consultation. Instead the DfT’s transport security arm, TRANSEC simply imposed the restriction as a fait accompli.

Somewhat belatedly, in response to intensive lobbying, the DfT and the CAA requested information in May from the GA sector, of the true cost the Olympic Airspace Restrictions will have on the aviation community. They have also suggested concessions such as low-level access routes to certain airfields and the use of “buddy” aircraft to accompany non-radio traffic.

However, a simpler solution may be more appropriate. The crux lies on TRANSEC’s demand for a security zone of 30nm radius centred on the Olympic Park. Unfortunately the use of existing ATC boundaries has extended this area disproportionately. A simple circular line of 30nm radius that does not follow any existing airspace architecture would clearly and simply define the restricted airspace and match the Government’s security specifications, while placing 70 percent of previously affected airfields outside the restricted zone. Other airfields such as White Waltham and Rochester would be sufficiently close to the zone boundary that the special access corridors could be more easily created.

A circular zone would also enhance safety by removing critical VFR choke points which will otherwise be created between Odiham and Southampton and to the west of Benson, reducing collision risks significantly. This proposal has been forwarded by GA organisations including the BGA, AOPA and LAA to the Department. We now await the Minister’s response with interest.
BOOK LAUNCH “THE WIND BENEATH MY WINGS”. Past Master John Hutchinson’s biography, “The Wind Beneath My Wings”, was officially launched after the Court Meeting on 14th July in Cutlers’ Hall. Warden His Honour the Judge Tudor Owen writes: “Although best known as a senior BA Concordia captain, Past Master John Hutchinson (Master 1999) started his flying career in the Royal Air Force. He served in the RAF from 1955-1963 (Harvard and T-33 training in Canada, Shackletons in Singapore, QF1/IRE) and was a corporate pilot for three years before joining BOAC in 1966.

He was, successively, a 707 and 747 co-pilot and then a captain on the VC10 before being selected to be a Concorde captain. The magnificent airliner was the love of John’s aviation life. Concorde fans (like me) will enjoy his tales from the sharp end.

Airline crews don’t normally fly as a regular team but those posted to Singapore to fly Concorde on the 3923 mile route between there and Bahrain went as a fixed crew. For one of his three-month postings, John was teamed with (then) First Officer Jock Lowe (Master 2006) and Flight Engineer Bill Brown who subsequently retrained as a pilot and is a Liveryman.

He regards that posting, in 1979, as one of the best times of his flying career. “We just had this sort of fine-tuned understanding between the three of us and it was the most closely-knit flight operation I’ve ever been involved in, in my life.” The three men became great friends and remain so to this day.

John became a Route Check Captain and continued to fly Concorde until he was “dragged away from the aeroplane, kicking and screaming and protesting.” (He had reached 55.)

Those who have the privilege of knowing John ‘Hutch’ won’t be surprised by his own description of his distinguished career: “I have never worked in my life. I’ve been paid to enjoy my hobby in the company of some of the finest people I have ever met - my fellow aircrew.”

His very interesting life hasn’t been all happiness. He’s experienced tragedy and great sadness, and some genuinely ‘near death’ experiences - not only in aviation. I don’t exaggerate. Just two examples:

In 1968, after only about 18 months with BOAC, he was Second Officer on Boeing 707 ‘Whisky Echo’ in which five people died at Heathrow when an engine fire after take off spread and forced an immediate landing.

In 1984, John, his wife Sue and two friends were captured and held captive by pirates while on a sailing holiday in the Caribbean. What was done to Sue and John before they managed to overpower their evil captors makes harrowing reading.

A great airman, who has flown more than 70 types, he is now happy flying the Auster Aiglet he shares with Liverymen David Hyde, John Saull and Hugh Dibley. Having spent 15 years flying at 23 miles per minute, he describes being overtaken by family cars on the motorway below as “rather humbling”.

John has always given back to the profession that gave him so much enjoyment so retiring from supersonic flying didn’t mean slowing down in any other sense. He is an active Past Master and remains much in demand internationally as an aviation consultant, expert witness, broadcaster and speaker.

In his Foreword, former BOAC captain (and former Government Minister) Lord Tebbit describes the book as a ‘must read’ for anyone interested in aviation, Concorde and the history and times of the second half of the twentieth century.

I agree.”

The book is being retailed at a price of £29.95. Overall, it is a very highly recommended story of one of our most illustrious Past Master’s life and is worthy of gracing any Guild member’s bookshelf.

Past Master John Hutchinson and Susan Ottaway, author, at the book launch
NICK GOULDING, HON TREASURER. Nick is a Chartered Accountant and Chartered Tax Adviser. He joined the Guild back in the mid 1970s having been a member of the CCF and the University of London Air Squadron then flying the Chipmunk from White Waltham. He continued PPL flying mainly from Blackbushe with the Beagle Pup, Piper Cub and Cessna Aerobat.

After graduating from King’s College, London in 1968 with a Physics and Chemistry degree, he trained to become a Chartered Accountant in a City firm and on qualification in 1972 moved into Peat, Marwick, Mitchell & Co. which is now KPMG. Until he retired fully last year, Nick was based in their London, Southampton and Watford offices. He is a Council member of the Chartered Institute of Taxation serving as President in 2008/9 and is presently their Hon. Treasurer.

Nick has had a long term interest in City of London matters and is a member of the Guild of Freeman of the City of London, the Castle Baynard Ward Club serving as Chairman in 2007 and as a Liveryman and Court member of the Worshipful Company of Tax Advisers of which he is currently Middle Warden. He is also a Governor of Lord Wandsworth College and Treasurer of King’s College, London Association. Nick is delighted to have been appointed as Hon. Treasurer of GAPAN and considers that, having not been an active member of the Guild for far too long, he is now making up for lost time!

UPPER FREEMAN RAISES MONEY FOR LONDON’S AIR AMBULANCE.

Captain Neil Jeffers and Army trauma surgeon Dr. Tom Konig will be embarking on an ultra marathon to raise money for London’s Air Ambulance (LAA). If running 8 marathons in 6 days were not hard enough they will be attempting this feat through the deserts of Jordan. They will be running the 200 miles through Wadi Rum, made famous by Lawrence of Arabia and finishing at the UNESCO world heritage site of Petra. LAA is a part charity funded air ambulance and fast response car trauma service that essentially provides pre-hospital trauma intensive care and life saving surgery on the streets of London. The service works 24 hours a day and consists of a senior trauma doctor and paramedic. Apart from day to day traumatic injuries that consist of falls, road traffic collisions, stabbing and shootings it has played a vital part in all the major incidents in London. It costs in excess of £2 million a year and over half is provided by charitable donations.

For further information and to support Neil and Tom please visit www.laajordanultra.com

AIR LEAGUE QUILL MEDAL AWARDED TO TERRY HOLLOWAY
BY HIS ROYAL HIGHNESS PRINCE PHILIP THE DUKE OF EDINBURGH

Liveryman Terry Holloway has been awarded the Air League’s highly prestigious Jeffrey Quill Medal by His Royal Highness The Duke of Edinburgh at a ceremony in St James’ Palace.

Jeffrey Quill was Supermarine’s very distinguished Chief Test Pilot during the Second World War, and the Quill Medal is awarded each year in his memory for significant endeavour in the field of encouraging air mindedness. Previous recipients of the Quill Medal have included former Test Pilots Neville Duke and Alex Henshaw, The Director of the RAF Museum Dr Michael Fopp, and former Red Arrows boss, the late Roy Hanna and Director of the Royal International Air Tattoo, Tim Price.

Terry Holloway was awarded the medal at The Air League’s Annual Reception and Air League Chairman, Keith Mans, in outlining reasons for the Quill Medal being awarded, said: “Terry Holloway has been a driving force in Aviation for the last 50 years since he learned to fly as an Air Cadet and has been an Air Experience Pilot for both the Air Training Corps and the Girls Venture Corps for well over 40 years.” Mr Mans added: “Terry Holloway has also the driving force behind the Youth in Aviation Initiative started by The Air League ten years ago, which is now gaining National prominence through ‘The Leading Edge’.”
KEN WALLER. In the April 2011 issue of Guild News, under the heading “Archive Update”, mention is made of some interesting items of a “Ken Waller Collection” recently found in the re-organising of the Guild archives. The collection appears to relate mainly to the air survey flight he did for the MacRobertson England/New Zealand Air Race in 1934 flying a D.H. Leopard Moth with co-pilot Bernard Rubin. Perhaps the following is of interest.

Some time in the 1940s Ken Waller, as Chief Test Pilot for Miles Aircraft Limited, was in South Africa with a Miles Master advanced trainer on morale-boosting demonstration flights. At the time there were over 400 Miles Masters in the SAAF operating at some of the many flying training schools. The Miles Masters in service with the SAAF were experiencing structural failures in the air and, it is understood, that these demonstration flights by Waller were to prove the structural integrity of the aircraft. The Miles Master was an aircraft of wooden construction, the South African version equipped with a 850 hp Bristol Mercury XX Sleeve Valve (oil spewing) motor. The aircraft had the performance of fighter aircraft at that time. (The structural failures were the result of glue failures).

After the war, Waller continued as Chief Test Pilot for Miles. At some stage he came to South Africa and became Company Pilot for General Mining Corp. in Johannesburg flying and personal pilot of the then chairman of the company.

My personal association with Ken was in the 1960s/70s at Swakopmund, (then South West Africa now Namibia) where he lived with his wife Marge. At the time he was employed as the personal pilot of Jack Scott and one Du Preez, both directors of Strathmore Trust Mining Exploration Company a company engaged in mining prospecting in the territory. We were on visiting terms- also had quite a few parties together. (Ken could really put it away.) Ken left Swakopmund when the prospecting was completed.

I left Swakopmund on retirement in 1986. Ken and Marge left some time before this. I am now wondering whether anyone knows what happened to him after Swakopmund.

W.A.T. “Fritz” Johl (FRAeS) 10th June 2011

100 YEARS OF BRITISH WOMEN PILOTS. This summer sees the 100th anniversary of the issue of the first Pilot’s Licence to a British woman, Hilda Hewlett, and the British Women Pilots’ Association (BWPA) will be celebrating this landmark in a number of ways. Over the weekend of August 20th-21st the BWPA will be running a series of talks and workshops at Brooklands in conjunction with Brooklands Museum, the aim of which is to raise general awareness of aviation as a recreational activity and also as a career. Brooklands Trustee and well-known personality Penelope Keith will be opening the event.

The centenary itself falls on August 29th, Bank Holiday Monday, and the BWPA is encouraging over 260 flying schools and clubs to participate in a nationwide ‘Women in the Air’ day. There is a competition to see how many women each of these organisations can get airborne on the day. In addition to the trophies awarded annually the BWPA sets a different Chairwoman’s Challenge for its members every year. This year it is the number of different types of aircraft flown or the number of different airfields/landing sites visited or the number of women taken flying between now and the end of October.

Hilda Hewlett herself was a remarkable and versatile woman. With her business partner the mother-of-two set up a flying school at Brooklands motor-racing circuit in Surrey in 1910, and a certain Thomas Sopwith had his first flying lesson there. It was the first flying school in England to ‘graduate a full-fledged pilot and the first to graduate an army officer pilot’ and it was there that she gained her licence in August 1911 at the age of 47. It was where she taught her son to fly later that year - the first (and possibly only) time a British military pilot has been trained by his mother! The business partners went on to build aircraft for the Royal Aircraft Factory and trained women to build aircraft during World War 1.

Although Hilda Hewlett is a role model for women today in so many ways the BWPA will be promoting Hilda’s achievement in August 1911 primarily as a celebration of the active participation of British women in aviation for over a hundred years.

For more information contact Capt Caroline Gough-Cooper, BWPA, info@bwpa.co.uk

NEWS FROM LUDO FORRER, CHAIRMAN, GUILD YOUNG MEMBERS. The GYM Fly-In was due to be held on 8th May at Compton Abbas, as part of the Pooley’s Air Day, however this had to be postponed due to weather. The event is now booked for 25th September 2011.

The GYM Supported the GAPAN Aero Expo at Sywell Aerodrome on Saturday 18 June, which turned out a surprising number of young people starting a career in aviation and interested in joining the Guild. At least 5 potential new GYM members completed application forms there and then, with about the same number intending to do the same once home.

The selection process for the GYM-introduced Gliding Scholarship has been completed, selecting 2 individuals from over 30 applications. The winners will receive a week’s gliding scholarship at Lasham Airfield from 22-26th August this year.

Young membership of the Guild (under 35 years) is steadily increasing, with the number now at over 230 (including overseas members) from little over 100 at the same time last year. The GYM Committee are conscious that retaining members is at least as important as gaining them, with new initiatives such as a welcome pack to proactively introduce new members to what they can get from their membership (and give too).

The GYM website receives many ‘hits’ and is the prime communication tool with our members, supported by e-newsletters and articles in the Guild News, etc. A Twitter feed on the home page enables the GYM committee to easily and concisely communicate with members about anything relevant to them, from information on the next GYM event to a web-link to news on the state of our industry.

Ongoing work on the GYM website includes the addition of a page with more information on how to join and investigating a GYM-only web forum (for sharing of knowledge).
The Master Writes
CAPTAIN WALLY EPTON

Elsewhere in this issue you can read about 2 of the major social events in the Guild calendar namely the Livery Dinner and the Garden Party. These were both excellent occasions and judging by members comments afterwards, both tremendously successful.

The Drapers Hall Livery Dinner was an opportunity for me to speak out on the subjects of professional status, Pay2Fly and Pay2Train. It was also an opportunity to get our message across loud and clear to the Minister of State for Transport, and send that message to the wider aviation press to make our views known to the aviation industry as a whole. This Guild maintains an apolitical stance, and does not involve itself in industrial matters, but when an aviation industry situation affects the status of pilots, I feel strongly that we must let the politicians and the industry know how we feel. I therefore make no apology for my outspokenness and will continue to let the world know about our concerns as my year continues.

The Garden Party in June was without doubt an outstanding success thanks to Freeman David Curgenven and Assistant John Davy who put it all together. I was particularly delighted that we were able to hold it at RAF Halton and with the Moth particularly delighted that we were able to continue my personal delight was with both. My personal delight was with the Security Professionals who lunch with the Security Professionals who were my pilot some 30 years later from Jan and I attended the London Guilds weekend at Ironbridge in Shropshire with our increasing membership numbers very much boosted by the North American Region. He suggested that we had reached a size where the Guild should have a hall in the City. The Learned Clerk (who was with me at the Palace meeting) and I reassured the Grand Master that such an aspiration was written into our Strategic Review but in practicality was some way off yet and as such was not a stated aim. The Grand Master accepted this but urged us to keep an open mind as bigger premises might one day be needed.

He was keen to discuss aviation technical issues and in addition to our shared concerns about status and training the Grand Master was deeply concerned about professional skills. We spent some time for example discussing the AF447 accident which in a similar vein to the Colgan Air Dash8 accident at Buffalo 2 years ago is concentrating the minds of our TASC and E&TC on basic flying and situational awareness skills. The Grand Master was encouraged that the Guild was up to speed with these professional piloting matters. A very lively hour concluded with Prince Andrew offering to attend the 5th Court meeting in January next, and join with us in some of our deliberations.

Of the other occasions where I have been representing the Guild there has been lunch with the Security Professionals who admire us for our international membership and are developing their own regional arrangements along similar lines to us. I had some interesting discussions about the work being done by our technical committees on airport security screening and the 2012 Olympics airspace security arrangements.

Jan and I attended the London Guilds screening and the 2012 Olympics airspace security arrangements. Jan and I attended the London Guilds weekend at Ironbridge in Shropshire where we were able to meet with many more of the Masters and their Ladies of the City. In June I was at a reception at New Zealand House to launch the NZ contribution to this year’s City of London Festival which will end this month and included a presentation of Maori rowing on the Thames in a traditional Waka or war canoe. The big event this year is going to be in New Zealand itself with the REAL NZ Festival coinciding with the Rugby World Cup in September and October. If some of you are going to the Rugby I recommend you try and make contact with our NZ Region out there, if you have not already considered doing so, and share the occasion as Guild members together.

As much as I enjoy recreational flying, and instructional flying, being able to keep in touch with the professional side of flying is equally important to me, and I was pleased to revalidate both my JAR/EASA ATPL and my FAA PIC type rating on the Hawker, as much as I enjoy recreational flying, and instructional flying, being able to keep in touch with the professional side of flying is equally important to me, and I was pleased to revalidate both my JAR/EASA ATPL and my FAA PIC type rating on the Hawker, as much as I enjoy recreational flying, and instructional flying, being able to keep in touch with the professional side of flying is equally important to me, and I was pleased to revalidate both my JAR/EASA ATPL and my FAA PIC type rating on the Hawker, as much as I enjoy recreational flying, and instructional flying, being able to keep in touch with the professional side of flying is equally important to me, and I was pleased to revalidate both my JAR/EASA ATPL and my FAA PIC type rating on the Hawker.

As many of you already know I am a great admirer of the Grand Master HRH Prince Andrew The Duke of York. The Grand Master is intensely interested in the work of the Guild and was most impressed with our increasing membership numbers very much boosted by the North American Region. He suggested that we had reached a size where the Guild should have a hall in the City. The Learned Clerk (who was with me at the Palace meeting) and I reassured the Grand Master that such an aspiration was written into our Strategic Review but in practicality was some way off yet and as such was not a stated aim. The Grand Master accepted this but urged us to keep an open mind as bigger premises might one day be needed.

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British designed and built aeroplane, that in its latest variants it is still going strong.

During this first 4 months of my term of office I have enjoyed very much supporting the various committees and activities of the Guild. In my role as Master I continue to sit with the various committees at meetings of the Guild Trusts, the Benevolent Fund, TASC, E&TC and the rapidly developing Environmental Group, although I have to add that it is sometimes difficult to get to all of the meetings.

I have also enjoyed participating in the various visits and events that you read about in Guild News, and which are of great value. I again encourage members to join in with those visits as much as your free time will allow. I have been privileged to visit RAF Brize Norton, Windsor Castle, and the RNLI Lifeboat Station at Waterloo Bridge on the Thames and I am looking forward to more events later this year. As a member of the Guild Flying Club I have joined with other Guild aviators on a couple of occasions and perversely played a very wet round of golf with the Guild Golf Society in “flaming June”. I wish I had time to do more because the Guild has so much to offer members through these various activities, and they are not just for the retired members of the Guild so I encourage you “under sixties” to get involved and take advantage of what is on offer.

Of the other “duties” that I have performed as your Master one that stands out is that of the celebratory 90th Birthday Dinner for our Patron HRH Prince Phillip the Duke of Edinburgh that took place on 28th June at Fishmongers Hall in the City where he was accompanied by Her Majesty the Queen. It was a tremendous honour for me to represent this Guild and to join with Past Masters who had served our Patron in some direct capacity during their time when Prince Phillip was our Grand Master, and be presented prior to the dinner to Her Majesty The Queen, our former Patron. The birthday dinner was a wonderful occasion and it was so encouraging to find that our Patron HRH Prince Phillip wanted to talk about aviation with us so enthusiastically.

Summer in the UK always has a full social programme and another major event in the City calendar which I attended was the Election of Sheriffs at Guildhall in June. Liverymen of the City are required to be there and vote. The Guild of Air Pilots and Air Navigators was well represented by a good turnout of our Liverymen plus the added novelty of having Past Masters Chris Hodgkinson and David Mauleverer supporting opposing shrieval candidates! Of the 4 candidates standing for the 2 positions of Sheriff - and it is from the Sheriffs that a future Lord Mayor will be chosen - one was a clear winner and the other a clear loser, but the candidates supported by Chris Hodgkinson and David Mauleverer ran close and a poll had to take place later in July to decide. The rivalry was good-natured and I am pleased to note that the result has not caused a rift amongst our 2 Past Masters. It was illustrative of how this Guild makes such a strong contribution to the life and soul of the City as a Liveried Company and I send the Master’s congratulations to both Past Master Hodgkinson and Past Master Mauleverer for their tremendous participation in City matters over the past 20 years or so.

Ascot, Wimbledon, Henley, Glastonbury, Glorious Goodwood, Glyndebourne and the British F1 Grand Prix have all come and gone and the English Summer has proved delightful this year. Jan and I have been guests at a Buckingham Palace Summer Garden Party where we were once again presented to the Queen. For both Jan, myself, and the Guild it has been something of a Royal Summer.

In August, Jan and I shall be travelling to attend Abbotsford Airshow as guests of Regional Chairman John Burley and will have the opportunity to meet with some members of the North American Region. Then in September and October, leading to the tour in November, much detailed work starts in earnest on the presentations of the Guild’s annual awards, as well as the ongoing work of the Professional Committees and the Guild in general.

Meanwhile for those taking the traditional UK August holiday, may I wish you a wonderfully relaxing and refreshing break from your routine, and may you and your families enjoy fully whatever you choose to do.
On the evening of Thursday 26 May, undeterred by a heavy shower of rain, some 190 Guild Liverymen and their guests gathered in the magnificent surroundings of the Drapers’ Hall for the 2011 Livery Dinner. After the Court meeting at which six new Liverymen were clothed and two Master Air Pilot certificates were presented, a champagne reception heralded the start of the evening’s proceedings. Dinner was announced by the Beadle, Mr Ted Prior and the Master, the Guest of Honour the Right Honourable Theresa Villiers MP and the Principal Guests processed to their places on the Top Table to the sound of the traditional slow hand clap. The Principal Guests included Alderman David Wootton, Master Solicitor, Lady Milnes Coates, Master Loriner, Mr J Moore, Master Fan Maker, Air Chief Marshal Sir Brian Burridge, President Air League, Mr L Balthazor, President Royal Aeronautical Society, Wing Commander C Barker, University of London Air Squadron and Squadron Leader C Thompson, 101 Squadron RAF.

At the conclusion of the Dinner, after the traditional sung Grace and the passing of the Loving Cup, the recently elected new Warden Squadron Leader Chris Ford welcomed the guests in an entertaining speech. After describing some early medieval attempts at man-powered flight in his home town of Malmesbury he went on to welcome the Master Loriner, the Master Fan Maker, Alderman Wootton, the Presidents of the Air League and the Royal Aeronautical Society and the representatives of the affiliated units, 101 Squadron and University of London Air Squadron, and proposed a Toast to the Guests.

The Master welcomed the Guest of Honour, the Right Honourable Theresa Villiers, Member of Parliament for Chipping Barnet and Minister of State for Transport. In a hard-hitting speech he raised the issue of the increasingly high costs faced by those wishing to take up civil aviation as a career, which had now become a safety issue. He reported that in the past weeks a report commissioned by the Minister’s department had recommended that the Railway Industry should find new ways to reduce costs. “Why not, for example,” he said, “ask guards or engine drivers to pay for their own training before earning their salaries? Or better still, allow the train operating companies to charge drivers for the privilege of driving trains during their probationary period. It sounds nonsensical I know and you could just imagine the Union’s reaction, but worringly there are many young pilots in the aviation industry who are being forced to do just that........it is becoming commonplace in this era of low cost air travel that an aspiring pilot must Pay to Train and even Pay to Fly to qualify for their job.” These remarks were greeted with acclaim by his audience.

He continued by comparing the the level of debt that university graduates with a degree might be burdened with - about thirty thousand pounds - that would not need to be paid off until they were earning more than twenty one thousand pounds per annum - compared to the student pilot who would need to find upwards of seventy thousand pounds, paid back almost immediately training is completed. He noted that the aviation employment market was placing huge financial burdens and job uncertainty upon pilots causing personal and domestic stress. He observed that the Guild was formed in 1929 by a group of aviators who were passionate about flying and highly motivated by a love of aviation. They were deeply concerned about the status of pilots and perceived that the profession was under threat from increasing regulation and exploitation by an emerging commercial aviation industry.

He continued “Our predecessors were concerned that their profession was being undervalued and that they were in danger of being exploited. They were not so much concerned as to how the general public viewed the profession of piloting, but were more concerned with management, government and the evolving regulatory authority ...sounds familiar ? Today we should once again be concerned about the status of our profession especially for our future pilots. The general public appreciates that skillful and well-trained pilots are essential to the safe conduct of their flight, but it would seem that amongst government officials, aviation management and to a lesser extent with regulators, pilots are increasingly being treated as an overrated resource. The love of aviation is driving these young people...
to self-fund their training in one of the most professional industries in the world. Yet it is being abused by those who should know better. The Department of Transport, the Civil Aviation Authority and the Airlines claim safety is their first priority and yet safety is already being jeopardised by this present situation. The Aviation Industry and Government should recognise the need for well-trained British pilots to fly commercial air transport.

He noted that the Guild did what it could to assist young pilots through professional pilot training through Scholarships and Bursaries but there were limits to its largesse. The Aviation Industry had to accept its responsibilities towards the costs of training to ensure skilled pilots were there to fly the aeroplanes the public wanted to travel in. There was a risk that young people might no longer wish to pursue their dream of becoming an airline pilot if it were to cost too much and give little to live on in return. This might mean that Britain will ultimately be forced to look outside its shores for expertise and risk losing a skills leadership in aviation that employed around 150,000 people in the UK.’ Without the pilots that you help to train’ she said, ‘The rapid growth of the UK aviation business over the past 20 years could not have happened.’ She remarked that over three quarters of overseas visitors to the UK come by air, and that goods worth £95 billion were carried by air freight between the UK and non-EU countries. For many sectors of the economy, fast reliable air connections were becoming increasingly important. In many areas only aviation provided the solutions that businesses were looking for. Turning to future opportunities and challenges, she noted that despite the massive potential that aviation had to act as a force for good, there were still huge challenges for the industry, in particular addressing the environmental impact of flying, maintaining security in the face of continuing terrorist threats and continuing to offer affordable travel in the face of rising oil prices, political instability in the Middle East and unexpected natural events like ash clouds. She described how the Coalition had begun a process of engagement with the aviation industry and a wide range of stakeholders to give everyone a chance to have a say in how best to build a successful and sustainable future for UK aviation in the decades to come. A draft aviation policy framework would be published for consultation next year, with a view to formal adoption in 2013.

Past Master Colin Cooke-Priest enjoys a glass of champagne, whilst Wg Cdr Barker, from University of London Air Squadron chats with the Editor.
Turning to General Aviation, the Minister fully recognised its crucial importance, allowing thousands of enthusiasts to enjoy their passion for flying, providing world class training facilities for pilots, technicians and other roles, and inspiring youngsters to take up a career in aviation. "All too often in the past General Aviation has been neglected by policymakers" she said, "It is vital that policymakers recognise the special characteristics of GA and where possible adapt regulation to reflect that. I believe it’s critical that the rules and regulations operate in a proportionate way for GA." She declared herself proud to be defined as Eurosceptic, having fought hard to oppose over-regulation from Brussels. She was determined that the rules the last government signed up to on pilot licensing were introduced in a way which minimised bureaucracy, and that EASA got the right answer on flight time limitations. 

She understood the Guild’s concerns on VAT on pilot training, but remarked that many different industries and economic sectors would like exemptions or reduced rates. "The reality is that we are still battling with the record deficit we inherited a year ago. As a country we have been living beyond our means for too long, and as a result I’m afraid that we have had to make many difficult decisions on taxes and spending - including VAT."

She concluded by paying tribute to the aviators serving with the Armed Forces who had a proud history of courageous service to the nation, and who were now actively engaged in the skies over Libya and Afghanistan. "As a nation, we can be proud of what they do and the huge sacrifices they make," she said.

She then proposed the Toast "The Guild of Air Pilots and Air Navigators of London, may it flourish root and branch for ever."

Photos by Gerald Sharp
Photography of the Livery Dinner can be viewed and ordered online, 020 8599 5070, www.sharpphoto.co.uk
Full transcripts of both the Master’s speech and the Minister’s speaking notes can be found on the Guild’s website.
The Guild’s Garden Party was held this year at RAF Halton, at the same time as the De Havilland Moth Club’s annual get-together and also the same day as Her Majesty the Queen’s Official Birthday and Trooping the Colour. As I sit and write, the rain is lashing the windows from grey skies, helped by a near gale from the south-east. What a difference to the day before at Halton, when the skies were blue and a few benign cumulus clouds drifted past pushed on by a gentle westerly zephyr, a perfect English summer’s day. The grass airfield at RAF Halton looked in tip-top condition, with serried ranks of light aircraft parked along the eastern edge, predominantly DH Moths but interspersed with other types such as Chipmunks, a Dragon Rapide, many more modern visitors, Peter Vacher’s Battle of Britain participant Hurricane, a Spitfire XVI flown by the Master Elect and the immaculately restored ex Army Air Corps Beaver, flown in by Liveryman John Romain from the Aircraft Restoration Company at Duxford. The scene was altogether reminiscent of an aviation event in the 1930s.

The Guild’s large marquee, looking somewhat similar to some Arabian Nights encampment, was clearly identifiable by its flagpole flying the Guild flag and pennant and was located right beside the flight line in a prime position for viewing the flying. The Master and his Lady arrived in style, being flown in by De Havilland Dragon Rapide, which parked conveniently right outside the Guild’s marquee. Some 175 Guild members and guests soon filled the marquee. The catering was provided by Lifestyle Catering, who served a delicious hot lunch of roast pork and all the trimmings, followed by strawberries and cream, with tea, coffee and soft drinks available throughout the day and tea and cakes through the afternoon.

The flying display was opened by formations from the Queen’s Birthday RAF Flypast passing over. Two Typhoons and two Tornados represented the fast jet element, a pair of HS 125 executive transports from 32 (The Royal) Squadron followed, and finally the Battle of Britain Memorial Flight Lancaster, flanked by a Hurricane and a PR Spitfire, made two low passes over the airfield.

The Moth Club then entertained us with a delightful series of displays, involving a Queen Bee, Tiger Moths and a Chipmunk that were first set the challenge of delivering footballs into a goal set up on the airfield. The scoring rate was not high! Then they were challenged to fly under two arches made up of bunting – a demanding exercise needing good judgement and accurate flying but most managed to achieve the objective. Finally there was a balloon bursting competition which was most entertaining to watch, especially when the balloons were burst with a satisfying report. More modern competition aerobatic aircraft were put through their paces using, according to the commentator, “their full range of plus ten to minus ten ‘G’”. After their excellent lunch, and with many still eating strawberries and cream, Guild members were glad to be watching rather than participating. Stuart Goldsmith entertained us with a lovely stylish display in Freeman Peter Vacher’s Hurricane, and not to be outdone Master Elect Cliff Spink did likewise in the Spitfire. Freeman Justyn Gorman provided an exciting display in his Extra. By way of a finale no fewer than nine Tiger Moths got airborne and joined up together for their nine aircraft
formation display. Their station keeping was excellent, well worthy of the Red Arrows and flown in a challenging aircraft for close formation flying.

By now it was time for pleasure and charity flying, with trips in the Tiger Moths being given to the disabled, and a darker cloud had appeared on the western horizon with signs of shower activity beneath it. Many of those who had flown in decided that it was time to move back to their aircraft and make their way home.

Your editor discovered that there was a spare seat in John Romain’s Beaver, going back to Duxford, and Mrs E was happy to drive home, the route passing Duxford. Thus a perfect day was rounded off by a wonderful flight back in this splendid aircraft, accompanied for some of the way by Cliff Spink in the Spitfire. Liverymen David Curgenven and John Davy must be congratulated for making the arrangements for a truly memorable event.
The Cobham Lecture, 21 April 2011
The Embraer Legacy 450/500 by Captain Claudio Galdo Camelier

ASSISTANT JOHN B ROBINSON

The Master, Captain Wally Epton, introduced the lecture bilingually in English and Portuguese as a tribute to the speaker, Captain Claudio Galdo Camelier, by welcoming members of the Guild and visitors to the 13th Cobham Lecture, in particular Lady Cobham.

The Master observed that Sir Alan Cobham was knighted for his many contributions to British aviation and although initially thought to be just another airborne daredevil, he was in fact a consummate aviator who first learned to fly with the Royal Flying Corps. He became quickly famous because of his barnstorming flying circus, but it should be remembered that he was Chief Test Pilot at De Havilland and carved a career with the company before setting out on his own.

In 1924 he won the King’s Cup Air Race, for which he was awarded one of his three Royal Aero Club Gold Medals and in the same year he flew to India and Burma with the Director of Civil Aviation, Sir Sefton Brancker who became the first Master of this Guild when it was formed in 1929. Sir Alan joined the Guild in 1930 and was Master in 1964 to 1965.

It was in 1998 that this annual Technical Presentation was opened by Sir Alan’s second son, Sir Michael Cobham, and appropriately the lecture was named after Sir Alan. Sir Michael took a steady interest in the Guild’s affairs and as most of you know his enormous generosity has provided the financial foundations for this company. He and his father are two of the true greats in the history of this Guild and it is highly appropriate that the name of this annual technical presentation should be named the Cobham Lecture in recognition of both men.

The Master welcomed the lecture team from Embraer. He became involved in the Legacy 450/500 business jet design in 2008 when he was invited to join the Man Machine Interface (MMI) Conference that brought together experienced pilots and aircraft engineers at the Embraer base in San Jose dos Campos for an intensive 3 day think-tank with the company designers and engineers to consider some of the basic concepts in the design of this new aircraft.

Discussions covered fly-by-wire, flat floor cabin, seat designs, engines, avionics, whether the cockpit should have a stick and so on.

The second conference in 2009 confirmed that Embraer had listened to the MMI suggestions - the Master has been involved in aircraft manufacturers’ pilot-consultative committees before where the manufacturer doesn’t necessarily listen to committee suggestions. One can often be left with the cynical impression that manufacturers use pilot consultative committees merely as PR exercise to convince the business aviation market place that their aeroplane designs were influenced by pilot customer advice. In this case he was pleased to report that Embraer did listen to what had been said at those conferences, and the audience would learn how a brand new business jet has evolved, and how very soon it is going to be flown.

The Master then had great pleasure in introducing the 2011 Cobham Lecture speaker, Captain Eduardo Galdo Camelier, who is the Chief Test Pilot for Embraer Executive Jets, to talk about the Legacy 450/500 - the newest clean sheet mid-sized business jet of this century.

Captain Camelier thanked the Master for his introduction and the invitation to speak at the Cobham Lecture.

In the development of the Legacy 450 and 500 business jets Embraer are setting new levels of technology for this class of aircraft with the introduction of Fly By Wire (FBW) systems. They are mid-sized business jets and are being developed in parallel with 95% commonality between the two particularly with the cockpit layout and position of displays and controls, avionics functionalities architecture and philosophy and operational procedures, aircraft feel, handling and pilot techniques.

The aircraft have an innovative interior design in partnership with BMW and are the only mid-light (MLJ) / mid-size (MSJ) jet aircraft with stand-up cabin and flat floor having the largest windows in their class. The cabin will be pressurised to a maximum of 6000 feet. The 450 has seven cabin seats and the 500 eight and both have a main baggage compartment of 110 cube ft.

With four passengers the 450 has a range of 2300 nm and the 500 3000 nm both with a maximum cruise mach number of .82. The engines are an evolution of the proven Honeywell HFT7000 series.

Rockwell Collins provides its Pro Line Fusion and a full FBW flight control system. The extensive functionalities package, some items of which are optional, consists of Synthetic Vision System (SVS), Head-up Guidance System (HGS), Enhanced Vision System (EVS), VNAV, auto-throttle, RNP 0.3, CPDLC, WAAS LPV, Integrated Flight Instrument System (IFIS), EICAS, Graphical Flight Planning, Electronic Charts and Maps, Electronic Checklist, PDF reader for Flight Ops Publications and FMS Performance. A Central Maintenance Computer is provisioned for quicker and easier troubleshooting.

Certification discussions are on-going with ANAC, FAA and EASA and the first flight is on schedule for the 2nd half 2011.

Captain Camelier went on to explain the reasoning for adopting FBW flight control system. He emphasised that the 450/500 will be the first business jets in their class to have adopted the system and compared
them with other notable aircraft with full FBW such as Boeing 777/787, Airbus A340/A380, Gulfstream G650 and Dassault Falcon 7x, all much larger aircraft. FBW surfaces will be applied to ailerons, elevators, rudders, spoilers, flaps and horizontal stabilisers through a closed loop in pitch, roll and yaw axis. Embraer has experience with FBW technology though its AMX and 170/190 E programmes but the 450/500 will be its first full FBW aircraft having undertaken 4 years of technology development before the programme was launched. Some FBW philosophies such as side stick, closed loop control, flight envelope protection, maximum manoeuvre capability in normal flight envelope, thrust lever driven auto-throttle and dispatch without serviceable radio altimeter were compared with the larger aircraft.

The benefits of a side stick are a reduction in weight, maintenance and spare parts, better view of displays and a cleaner cockpit giving more useable area. The architecture ensures that inputs from pilot & co-pilot are summed and tactile, aural & visual warnings are given in case of dual input. The rudder architecture is the conventional mechanically linked.

Within operational flight envelope optimum flying qualities are maintained for the aircraft trajectory, by applying auto-trim, automatic pitch and yaw compensation in turns and automatic roll compensation with sideslip. For the normal flight envelope the external boundary can be reached with less than full control application and maintained with side stick in neutral but is restricted to 33 degrees of bank, +30 degrees/-15 degrees pitch angle, Vmo and 1.1Vs (stall speed). Remaining in the limit flight envelope requires side stick out of neutral and with the side stick at neutral the aircraft returns to normal flight envelope. The external boundary can be reached at full control application and there are no hard limits for pitch and bank angles.

The FBW Angle-of-Attack (AOA) limiter allows for a reduction in the stall speed when compared to a stick pusher. By giving a lower stall speed it allows lower approach (1.23Vs) and take-off (1.13Vs) speeds. The AOA limiter permits good control at Clmax without pitch down and gives better protection for CFIT avoidance/ wind shear escape.

FBW gives automatic compensation for configuration changes and system failure transients such as thrust, flaps and landing gear configuration changes, maintains same flight characteristics for different weight, CG position and speeds, reduces transient changes in the case of a system failure (e.g. engine shut down) with the pilots having clear indications/cues of an engine failure and it minimizes drag through optimum sideslip command. In turbulent conditions FBW reacts more effectively through the control laws than conventional autopilot systems by reducing aircraft oscillations so enhancing passenger comfort.

Weight savings are made as the aircraft structure can benefit from lower structural loads due to FBW protections and automatic compensations. The FBW Overspeed Protection engages at speeds beyond Vmo/Mmo and allows higher maximum cruise speed to be achieved. The aircraft can fly closer to structural limits without compromising safety.

The side stick gives precise pilot control for maintaining the trajectory together with the auto trim and automatic pitch and yaw compensation in turns.

The main advantages of FBW are to optimize performance, to enhance flight safety, give ease of flying, enhance passenger comfort and give a reduction of operational cost.

In summary the FBW Control Laws give optimized performance permitting weight/drag reduction, lower take-off/approach speeds and higher cruise speed, enhanced flight safety with stall speeds protection, structural protection and reduced failure transients, ease of flying by reducing the workload, predictability, automatic trim and thrust asymmetry compensation, enhanced comfort achieved by precise pilot control, reduced turbulence response and reduced transient trim changes, reduced operational costs by structural integrity monitors, a common type rating and high level of fault isolation. There is no doubt that the Legacy 450/500 is a revolution for its class and offers business aviation a step into the large aircraft world. The 500 is scheduled to enter service in 2012 and the 450 a year later; when they do appear they will set new high standards in comfort, safety and performance.
Clerk’s column
PAUL TACON Learned Clerk

BOOKINGS - GUILD EVENTS
It’s rewarding to see that demand for the Guild’s annual high-profile events, such as the Livery Dinner and Trophies and Guild’s annual high-profile events, such as Awards Banquet remains high, and is even increasing. These events are important to the way the Guild operates, as well as being popular and enjoyable. However, a plea regarding the administrative effort involved: These events take much time, effort and attention to detail to arrange and it is not a simple matter to accommodate additional guests or last-minute bookings. It would be much appreciated, if you wish to attend one of these events, that you please book, prior to the closing date for applications, using the Application Form provided in Guild News or available on the website - your attendance will not be ‘assumed’. If this is inconvenient, please email the office to confirm your desired booking - in writing - a telephone call on its own is not sufficient! Please also bear in mind that whatever can be done, will be done, to accommodate last-minute requests, made as a result of extenuating circumstances. However, these requests should be the exception rather than the rule.

Education and Training Committee Report
WARDEN DOROTHY POOLEY

Due to the timing of the last three meetings of the Education and Training committee which have taken place on the Tuesday afternoon, two days before the Court meeting at which reports from committees are heard, it has been somewhat difficult to provide a written report to the Court and thus this report is composite, attempting to cover some of the more important recent issues discussed at E&TC.

The Instructor sub-committee has been working for some time on a guide to teaching stalling and spinning and this is now in a form ready for dissemination. Not only has the work been endorsed by both CFS and CAA orally, there has been positive encouragement to undertake a further project on the teaching of Navigation. Last year, at the initiative of the then Master, a joint meeting of the technical committees led to a suggestion that the Guild should spearhead the development of guidance to instructors in the form of a training manual. It is our considered opinion that these guides could be seen in the future as modules to be incorporated into a much larger project of providing a standardised guide to instructor techniques which would have the endorsement of CFS, CAA and the Guild. It is envisaged that this guide could be the definitive “syllabus” of teaching for instructors to adopt within the Authorised Training Organisations (ATOs) which will replace RTFs under EASA FCL. We expect to disseminate the Stalling and Spinning guide electronically through the website.

Due to the combined efforts of Past Master Captain Elton and Group Captain Harry Hyslop (at OASC) the charging regime for the aptitude testing scheme has, at long last, been reduced to a more competitive rate (as compared with the commercial FTOs which now provide their own aptitude testing) and it is clear from the various promotional shows that there is still a good level of interest in individuals undertaking the tests at Cranwell.

Despite the gloom and despondency surrounding costs of training, the impending implementation of EASA FCL and its inherent disruption, spiralling administrative burden and perceived global slowdown in the industry, the young people at the promotional shows still show an appetite for training, so that we can report on good levels of interest in all aspects undertaken by the new promotions team of the Guild.

Similarly the scholarship programme was fully subscribed this year and not only did we receive record numbers of applicants for some of the scholarships and bursaries, but the standard was generally far higher than in previous years. Patricia Nelmes will be taking over from Past Master Felix as the Chairman in charge of the coordination of the scholarship selection process from the end of this year. A great deal of concern has been expressed on the proposed restrictions on airspace for the two month period of the Olympic games. The E&TC, on behalf of the Guild, is keen to join with other organisations who are opposing the current proposals, as there are clear safety issues in addition to the very considerable potential for disruption and commercial damage to flying training organisations within and near to the area of restricted airspace proposed.

A Past Chairman of this Committee, Past Master Gault, put forward some proposals, in the form of a paper to the last meeting, to assist young people in obtaining funding for training as commercial pilots. He suggested a number of interconnected strategies and due to the range of his proposals, it was deemed prudent to set up a small working group to examine the possibilities. PM Gault is liaising with other entities who are exploring similar avenues, including the possibility of promoting an apprenticeship scheme with airlines, more involvement of the airlines in the training process and “fractional” sponsorship schemes. The group is expected to report back to the E&TC at the next meeting in July.

The committee currently has a couple of spaces for members and would welcome applications particularly from active airline pilot trainers as we are short of current expertise in this area. The instructor committee has a full complement of members at the moment, but interested future members should apply to the Chairman as we keep a “waiting list” for places.
ENVIRONMENT COMMITTEE UPDATE
ASSISTANT DIANA GREEN

The latest meeting of the Guild’s Environment Committee took place at Cobham House on 21 June 2011.

The Chairman welcomed two new members:

John Denyer, a Guild member, formerly DERA, then QinetiQ, and now running his own consultancy, and Kevin Morris, the Environmental and Sustainability Manager for ADS.

There was no cameo presentation for this meeting which focused on two main agenda items.

First was a discussion on the proposed international conference, planned for July 2012.

By way of background: the Environment Committee decided, with the support of the Court, to organise an international conference on Aviation and the Environment in 2012. It was felt that this would help achieve the Guild’s objective, as stated in the recent Strategic Plan, of demonstrating that the Guild was committed to working in partnership with key players in the aviation industry in helping raise awareness, particularly that of the media of the general public, of the industry’s commitment to managing its impact on the environment.

The planning group has to date made the following progress:

- agreed the date: 5/6 July 2012, just prior to RIAT and the Farnborough Air Show
- booked the venue: RAeS
- Working title: “Aviation and the Environment—the future is green!”
- Conference Aims:
  - To showcase recent and planned examples of innovation in products and processes which illustrate how the aviation sector is responding to the dual challenge of containing costs and managing impacts;
  - To inform the industry, politicians, regulators, the media and the general public of these developments
  - Defined the target audience: Representatives of the aviation industry, regulators, governments, NGOs, the military, academia, the media and the general public.
  - Designed the format of the conference over the two days.
  - Started the process of identifying potential speakers for the keynote speeches and break-out sessions.
  - Started the search for sponsorship with two aims: to raise the profile of the conference and cover a percentage of the costs.

The Chairman agreed to approach the Guild’s new PR Group and ask for a Consultation Exercise launched by the Department for Transport: “A Sustainable Framework for UK Aviation.” Responses are due by 30 September 2011. Members considered a first response, drafted by Capt Miles Stapleton. After discussion, it was agreed that Members would send further comments and suggestions to Capt Stapleton and a further draft would be circulated with the aim of finalising the Guild’s submission by early September.

The next meeting of the Committee is on 23 October 2011. Diana Green Assistant Chairman Environment Committee greendiana@btinternet.com

Gazette
APPROVED BY THE COURT ON 14th JULY 2011

ADMISSIONS
As Upper Freeman
Captain Peter CHATFIELD
Captain Steven James CESCO (AUS)
Captain Paul FREESTONE
Wing Commander Richard Gordon Henry GORDON
Captain Travis Matthew HAMILTON (NA)
Captain Paul Richard HEAVER
Commodore Tim Patrick David HENNESSEY
Flight Lieutenant David Robert HUGALL
Wing Commander David Malcolm NOFT
Captain Dhamsef Henamtha Suryabandara PALLAWELA
James Vincent PERRY (AUS)
Bonnie Louise SMITH (AUS)
Captain Richard Glynmor THOMAS

As Freeman
David Jacques ABRAHAMS
Edwin Alphens Titus Maria BRENNINKMEYER
Richard David CHAMPION
Howard Frank DAINES
Victor FLINTHAM

Mark Douglas HODGSON (NA)
Wing Commander Philip Robert James LAMB
Geoffrey Colin LEWIS
Matthew Alexander MUIR (NZ)
Ka Chun Matthew NG (HK) (GYM)
Michael Peter ROWLAND
Richard Allen SEELEY

As Associate
Marcus Charles David Lucas
ASHCROFT-HUGHES (GYM)
Edward Lawrence Eckhard BAILEY (GYM)
Benjamin BAVEL (GYM)
Ying Sheung Billy CHAN (HK) (GYM)
Edward George Alexander CHINN (GYM)
Robert Edward COOK (GYM)
Martin DOLE-WASILKA (GYM)
Sophie Elizabeth Lendon FREESTONE (GYM)
Andrew Stewart TAYLOR (GYM)
Catherine Margaret Ursula WOODS
Joshua YEOMANS (GYM)

REINSTATEMENT
To Upper Freeman
Brian John HOLLIDAY

ACKNOWLEDGED BY THE COURT
14 JULY 2011

REGRADE
To Livery
Squadron Leader Edward James SPURRIER
Sir Rob WRIGHT

DECEASED
Julian Michael Edmund BYNG
Edward DAY
Frederick William Cecil SIDDONS

RESIGNATIONS
Peter MARTIN
Paul RICKARD
Colin SHARPLES
Robin TRACEY

FORFEIT ALL BENEFITS
Graham Peter AUSTIN
Ella BARTCZAK
JET ORIENTATION COURSE SCHOLARSHIP 2010

LIVERYMAN CAPTAIN DAVID MARTIN

Every year the Guild receives two scholarships from EPST in Holland, a company chaired by Dick Verburg a Guild member. The 2010 winners of the competition for these scholarships were Louise Courtney and Claudine Miles who commenced training in the late winter of this year. The full reports on their experiences can be found on the Guild WebPages under Careers and Flying Scholarships, however here are excerpts and the report from their instructors.

LOUISE SAYS:
The scholarship was in the form of an Airline Jet Foundation Course (AJFC) which took around 6 weeks to complete. The first 6 days consist of ground school where you learn a good basic knowledge of what is required of you in the simulator and a chance to get to know your fellow students. After this you begin the really fun part, flying in the B737-800 simulator. There are sixteen sessions giving a total of 49 logged hours and check rides at session eight and sixteen to monitor your progress. The first few sessions you get are much-needed general handling lessons. As you can imagine there is quite a difference in going from a light twin into a big jet. Never has setting attitudes and power settings been so important!

You will then begin to be introduced into non-normal procedures, such as minor failures, engine failures/tires and so on. This all sounds quite daunting after only a handful of sessions but if you do your homework and follow standard operating procedures (SOP’s) things should go rather well for you. I cannot emphasise enough the importance of knowing the SOP’s; they are pilot’s bread and butter.

The biggest learning curve on this course is learning to work together in the cockpit. After more than a year of flying/thinking single-pilot operations during flight school do not be surprised if working as a team does not come easily. Particularly when you’re flying partner’s mother tongue is not English. I was paired with two Dutchmen throughout the course and initially the cultural differences were apparent what with my soft-spoken, overly polite English manner and the very straightforward no-nonsense Dutch manner. However, that is the beauty and importance of having standard procedures, if you stick to them, together you can make it work and have an enjoyable flight.

CLAUDINE REPORTS:
As the siren blared and I scrabbled for my oxygen mask whilst desperately hoping that I could recall all the memory items for a Rapid Depressurization, it was difficult to bear in mind that we were not in imminent danger - this was the simulator and this was all part of establishing our crew cooperation. The Advanced Jet Foundation Course at EPST, based in Utrecht, is a tremendously demanding course. I was lucky enough to be awarded a place by GAPAN as I had achieved the Best Groundschool Graduate and the Best Groundschool Graduate awards from Cabair, one of two such scholarships that Dick Verburg, of the European Pilot Selection & Training centre, generously provides each year to promote a more thorough approach to the commercial development of CPL/frozen ATPL students. In his opinion, the legal, minimum hours of most MCC courses do not provide enough time to effectively transition students from single to multi pilot operations. Having already completed an MCC at the end of my integrated course, I would have to say I am inclined to agree.

LOUISE CONTINUES:
It still amazes me today to think I have flown the B737, all be it a simulator. I cannot thank GAPAN and EPST enough for giving me this opportunity. It has changed me as a person; I now feel I have the confidence to undergo a type rating successfully. This maybe because the AJFC is based upon an actual Boeing type rating course. I am now more certain than ever that I can succeed in fulfilling my dream of flying commercially.

CLAUDINE OBSERVES:
Obviously, flying more hours than the minimum, in an advanced simulator, means that this is not the cheapest JOC around. On balance though, I would say that the greater confidence that the experience gives you definitely justifies the expense. It is particularly useful to have the knowledge that having passed EPST’s AJFC you are more likely to be successful at both a simulator check ride and line training as these are often a further expense in the current airline world which are costly if they go wrong. Overall in aviation there seems to be a trend that the minimum is good enough, rather than seeking out excellence. EPST’s AJFC course excels and I am grateful to them, and to GAPAN, for providing such a valuable foundation for my flying career.

Captain Eric Duijkers Director of Operations completes his report,

From the beginning both students were keen to start and do very well in class. Their hard work and determination made sure they did very well.

Both girls displayed a very professional attitude and set a fine example for all other students involved. It was a pleasure to have them “on board” at EPST.

EPST would gladly endorse Louise and Claudine to any airline as both students would be a valuable asset to any airline that is willing to hire them.

Well done Claudine and Louise.

For more information about European Pilot Selection and Training, visit: www.EPST.com.

To apply for the 2011 GAPAN JOC scholarship, complete the application form at: http://www.gapan.org/careermatters/scholarships/ and submit this before 31st August 2011.
Throughout the history of aviation in Britain there have been numerous occasions when aviators have been rescued around the coast by the Royal National Lifeboat Institution. The Guild has had two visits to RNLI HQ at Poole - however as a City Livery Company it was a particular pleasure to be invited to see another aspect of the RNLI’s work, right in the centre of London. Thus a small group of members visited the Tower Lifeboat Station on the evening of 11 May 2011; to be followed by a similar visit on 21 June.

The Guild party were welcomed by Janet Kelly, the station manager, and Alex Maunders, the duty helmsman. Janet started her presentation, in the station training room, with some history - the RNLI have operated on the River Thames since 2002, in response to a report on the 1989 Marchioness pleasure boat disaster. Initially the Central London lifeboat base was at Tower Pier but this proved to be unsatisfactory on grounds of limited space and large numbers of the public using the pier. Fortunately the old floating river police station by Waterloo Bridge became available, and after extensive refurbishment, has been in service since 2005 - albeit still known as the Tower Lifeboat Station. The RNLI also have stations on the Thames at Gravesend, Chiswick and Teddington.

The Lifeboat Pier is actually a barge constrained to float up and down with the tide against the river wall. It is a venerable vessel with a pitch-pine clad iron hull built during Sir Joseph Bazalgette’s construction of the Victoria Embankment in 1870, but its bilges are still dry and the superstructure has been renewed. The wash from other river traffic produces some unusual movements - heave, sway and some roll - and these can be disconcerting at first. It is entered from the Embankment by a gangway which can be quite steep at low tide.

The station is crewed continuously. Two rescue boats are available (one as a spare) and one crew of three are ready at all times - each three man crew consists of two full time lifeboatmen (from a total of ten) and one volunteer. The volunteers are drawn from all walks of life and when on duty serve a full shift of twelve hours. Emergency calls may be directed via the Metropolitan Police 999 system or from the Maritime and Coastguard Agency station which is situated near the Thames Barrier. The lifeboat crews work closely with the police, whose help is sometimes needed on the rare occasions when a casualty resists rescue (the lifeboat crews do not have powers of arrest). The police helicopters can be very helpful in searching for casualties, especially at night using their searchlights and infra-red cameras. The RNLI boats have cameras with night vision to record events as they unfold.

The Tower Lifeboat Station is the busiest in the RNLI system - over 500 calls were attended in 2010, a reflection of the huge population adjacent to the River Thames. The river is very dangerous - it is fresh water so people do not float as well as in the sea, the tides and currents can be strong (up to five knots) and there are relatively few places from which to climb out. Extra efforts are made on special occasions, such as New Years Eve, when five or six rescues are common. Planning is in hand for a major river pageant to be held on the Queen’s Diamond Jubilee in 2012. The calls for the lifeboat are of four main types:

1) Rescuing attempted suicides - speed of rescue is essential in these cases and the casualty is usually pleased to be helped, having had a close look at the alternative.

2) Medical emergencies on passenger boats - the lifeboats carry de-fibrilation sets and oxygen and the crews are trained in first aid. The casualties can be taken swiftly to shore and the RNLI have a working relationship with the London Ambulance Service.

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2) Medical emergencies on passenger boats - the lifeboats carry de-fibrilation sets and oxygen and the crews are trained in first aid. The casualties can be taken swiftly to shore and the RNLI have a working relationship with the London Ambulance Service.
3) Broken down boats - often caused by fouling of propellers by rubbish in the river. The lifeboat crews are skilled at towing, often quite large vessels such as canal narrow boats.

4) Low tide strandings and unwise swimmers - at low tide members of the public investigate the foreshore and then find they cannot get back to safety. Other members of the public jump or fall in and need help.

Following our very comprehensive briefing by Janet Kelly we were shown the facilities of the station - operations room (where the emergency calls are heralded by a very loud bell), office, resuscitation room (conveniently near the gate for ease of transfer to ambulances) and a large locker room cum gymnasium for exercise in quiet moments. Then outside to see the boats - these are 'E' class lifeboats, specifically designed for the river, with a high top speed (35 knots) and a low freeboard to facilitate pulling casualties inboard (in this respect they have an advantage over the river police boats). The boats have good deck space for tending casualties. The boats are powered by two inboard diesel engines (petrol is hard to come by on the Thames) and propulsion is by water jet so avoiding the risk of propeller fouling and offering less risk to casualties in the river. The current boats are now ten years old and will soon be replaced by somewhat larger and even faster boats, albeit at an eye watering price.

Following this most interesting time, the Guild party were able to enjoy some refreshments and talk details with the duty crew. We left impressed by the amazing level of service provided by the RNLI, which is entirely funded by voluntary donations, and very grateful to Janet Kelly and her team for their very warm welcome and a truly interesting evening.

A further 13 Guild members, including the Master and Warden Chris Ford, visited the RNLI Tower Lifeboat Station on the evening of 21st June. They, too, were given a fascinating presentation, experienced the unusual movement of the barges, toured the station’s facilities and finished the visit with wine and sandwiches.
Going Solo
LIVERYMAN BRIAN POWELL’S FIRST AVIATION EXPERIENCE

I must have just turned fifteen when I had saved enough pocket money to go on a fortnight’s holiday to learn to glide at the London Gliding Club, situated at the foot of the Dunstable Downs. My parents agreed so long as I could pay for myself. So, one lovely summer’s day they drove me down to Edenbridge, the starting point of the Green Line Bus Route which conveniently terminated at Dunstable.

It was my first solo adventure away from home, and I well remember the mixture of trepidation, loneliness and excitement as I waved goodbye when the bus pulled out. Four hours later I was deposited at the Dunstable bus terminus and set out to walk some five miles to the Gliding Club.

The sun was setting when I got there, pretty exhausted after my day’s adventure, only to find the club-house and hangar were closed and deserted. Not a soul in sight to welcome me! Suddenly the World became a very large and lonely place. Eventually I located the bunkhouse, which was fortunately unlocked, and I found myself a bed and blankets. There was nothing else to do in the fading light, so I snuggled in, and was soon overcome by sleep.

I was awakened next morning by the bustle of activity, and a glorious smell of bacon and eggs. The World was suddenly a much better place! Outside the sun was shining on one of those most beautiful of crisp English summer mornings. I lost no time to get up and follow my nose to the restaurant, situated above the hangar. Down below there was a hive of activity. I wolfed down my bacon and eggs and made my way downstairs and into the hangar.

Here all the dreams of my imagination were coming true. The hangar was alive with folks preparing the gliders, assembling them and towing them outside. My reverie was interrupted by a friendly voice. “Hello! What are you doing here?”

“I...I’ve come to learn to glide” I stammered. “You have, have you, son! Well - you’d better join that group over there!” So off I went as he had indicated.

Then another voice said “Hold this a mo’, laddei!”

“This’ was the wing-tip of a Dagling Elementary Glider.

The party I had joined - about ten strong - seemed surprisingly knowledgeable about what they were doing, assembling the wings to the fuselage. The job was soon complete, and an ancient “bull-nosed” Morris car appeared, driven by a young man, shirtless and wearing shorts, sitting on a wooden Tate Sugar box, all the rest of the bodywork of the car having long since fallen off.

The car was secured to the glider by a tow-rope, looking as tatty as the car. A smoker of blue smoke - the engine must have been using as much oil as petrol - and we were off at a brisk walking pace across the airfield with “yours truly’’ still hanging on to the wing-tip to balance the aircraft.

The Daglings were made by Slingsby at Kirby Moorside in Yorkshire. The best way I can think of to describe a Dagling is as a glorified tubular-metal farm gate with wings on top. The wings were attached to the top of the gate. They were supported by landing wires, secured to a king-post by a couple of four-inch nails, euphemistically named ‘weak links’. The landing-wires supported the wings when not airborne. In the event of a heavy landing the weak-links sheered, thus avoiding damage to the rest of the structure. The flying-wires - supporting airborne loads - were fixed to the bottom of the gate. The tail and empennage were fixed to the aft end, while at the front was a bucket-seat and the controls - a stick and a rudder bar. On the bottom of the gate was a metal skid. There was no nacelle as such on the early Daglings. The pilot sat in the bucket seat in the fresh air, strapped in by a four-point Sutton harness, his feet supported by the rudder bar which controlled the rudder. There were no instruments. One judged the airspeed by the wind in one’s face. If things got quiet - ease the stick forward for a bit more airspeed. If your eyes watered you were probably going too fast - stick back a bit for a better gliding angle! Turns were accomplished by harmonious side-ways use of the stick (controlling the ailerons) and the rudder.

Simple......like riding a bicycle ! ........nothing to it !

There was a gentle breeze blowing, and other Daglings were positioned into wind on the grass airfield while their embryo pilots were each taking turns in the bucket-seats trying to balance the machines on their skids by use of the ailerons - the first lesson, as it turned out. But we didn’t stop there. We continued across the airfield to the bottom of the hill. I should have smelt a rat, there and then, but if I did, I was much too shy to say so! Our aircraft was detached from the car and carried across to a slide leading up the hill. There another rope was affixed; and off we went up the hill........ and I still clung on to the wing-tip as the aircraft was towed up by a winch situated at the top of the hill.

At last we arrived at the top. Willing hands detached the Dagling, turned it into wind, and a Bungee, a glorified man-operated catapult, was attached to an open hook on the front of the aircraft.

‟Who’s first ?” inquired an Authoritative Voice.
Nobody spoke.

"Well you!" commanded the Voice, pointing at me, "You've done all the work. In you get!"

Obediently, I sat in the seat, while somebody busied himself strapping me in with the Sutton harness. I remember that the seat felt very hard - no cushion for my tender posterior!

Meanwhile the rest ranged themselves on either end of the catapult ropes, four or five a side, while two lay in the grass, holding the rear of the skid.

"Walk!" commanded the Voice, and then "Run!"

The Bungee stretched until the chaps at the back couldn't hold on any longer - and - whoosh - there was I, airborne above the Dunstable Downs!

I was in my seventh heaven !.......A glorious summer's day.....and there, down below, the world spread out before me! The classes below like little ants........and here was I, happy as Larry, with a superior sort of feeling, actually FLYING like that chap in the Avro Avian depicted in my "Teach Yourself to Fly" book!

BUT..........there couldn't be a better application of the reminder that "'Pride comes before a fall'"!

Suddenly the ants became life-size, the ground was coming up fast, and my book didn't include the art of landing in its chapters !

I was over-controlling in my attempts to round out, and........wallop........the meeting of aircraft with ground was - to put it mildly - more than the design-load of the weak-links. I found myself in the wreckage, the wings sagging on the ground as we came to rest, like a pigeon after it had been shot.......And there was I, winded by the crump but otherwise unscathed, thinking miserably "'Oh, hell! I've broken it!'"

I was soon surrounded by other folks from the classes near-by.

A Severe Voice said "'That wasn't a very good landing!'"

"N......no, Sir'.......""Well, how many of these have you done?"

"'F...First one, Sir.'""Well, how long have you been at it?"

"First day, Sir'.......And then the pantomime of the unfolding change of his expression as it turned from severity to one of horror.

I had joined the wrong class in the hangar. My class had been at it for nearly a year!

The damage to the glider was not so bad as it had looked. A couple more four-inch nails appeared from someone's pocket. The glider was re-rigged and all was well again for the next sortie.

Meanwhile there was a Council-of-War among the other instructors. It reminded me of a rugby team after someone had lost his pants. Occasionally a face from the huddle would turn to look in my direction. They were obviously discussing my fate.

"'The lad didn't look too upset.......and, after all he hadn't made such a bad fist of the rest of the flight.'""He would - more than likely - be made apprehensive if he was retro-graded to a lower class.'"

Finally, I was sent back up the hill and told "'to do better next time!'"

After that I didn't look back. Everyone was very solicitous and encouraging. I had a wonderful holiday, and took my A, B and C Gliding Certificates to boot - all in the fortnight.

I reckon I must have grown up a bit too. It was a different 'me' that got out of the Green Line bus at Edenbridge to be welcomed back home to the bosom of the family.
Dear Group Captain Eeles,
For the interest of the Guild members and especially to those who have served with the Royal Air Force, I would like to draw your readers attention to the Montrose Air Station Heritage Centre, Montrose, Scotland.

To quote from the Montrose Air Station brochure;
Montrose Air Station was Britain’s first operational military airfield and was set up by the Royal Flying Corps in 1913. It dates from a very early period of manned flight when planes were quite literally, kites.
The Heritage Centre is on the former airfield, next to the 1913 aircraft sheds, probably the oldest surviving hangers in the world and the collection is housed in the former Station Headquarters, which is grade 2 listed. Larger exhibits including aircraft and military vehicles are displayed in the grounds.
The Heritage Centre’s fine collection of photographs, artifacts and memorabilia is used to tell the story of the airfield through the experiences of the thousands of men and women who served in the Royal Flying Corps and the Royal Air Force between 1913 and 1950.
Display cases contain aircraft parts, log books, uniforms and other equipment. One room is devoted to the Home Guard, featuring material from the Royal Burgh of Montrose during the Second World War.
The Air Station is famous for its Ghosts. Lt Desmond Arthur being the original Montrose ghost. Killed in a flying accident in 1913, his spirit is later said to have haunted the Officers’ Mess. Since then there have been many other unexplained sightings of apparitions in pilots’ uniforms and phantom planes. It is possibly the most haunted place in Britain and considering the number of young men who died violent deaths in the early days of flying at Montrose, it is probably not at all surprising.
Montrose Air Station was a major RFC / RAF Station during both world wars. New Squadrons left from Montrose in 1916 to fight in France, when the life expectancy of a new pilot on the Western Front was only two weeks. Spitfires were scrambled from RAF Montrose to shoot down German raiders in 1940 during the early stages of the Battle of Britain.
RAF Montrose was an important school for advanced flying training. This was a dangerous business and there were many crashes, casualties and fatalities.

Thousands of young men of many nationalities, including many famous names, passed through the flight training courses at RAF Montrose before being sent into combat with operational squadrons.
The current Curator at the Montrose Air Station Heritage Centre is Dr Daniel Paton.
Website: www.rafmontrose@aol.com

Around 1973 I had landed a Cessna 172 amongst sheep grazing on the old grass airfield, which once was RAF Montrose and somehow felt as if I was actually flying a Spitfire that had scrambled from the aerodrome.

Perhaps it was just a fear that the farmer, who used the old airfield for grazing his sheep would somehow be chasing me down the old grass runway used by Spitfires, Hawker Harts, Hurricanes and WW1 flying machines of a bye gone era.

Alistair Beaton
Upper Freeman
BUSINESS AVIATION
A LABOUR OF LOVE - A NICHE ACTIVITY
A PERSONAL VIEW FROM LIVERNYMANN CAPTAIN JOHN J MASON

Editors note: I have retained certain American abbreviations, such as co-p for co-pilot, to retain the Transatlantic theme of this article.

Business aircraft are as much as any other business tools whether flown by a small Company or an International Corporation. The aircraft may be as small as a Piper Cub or Robinson helicopter flown by a logger in the backwoods of Canada or at the other extreme a Gulfstream, Falcon or Canadair flown by a professional crew across the Atlantic or the Pacific. Big or small, everyone must justify the expense of transport on the balance sheet whether this is to the company owner, CEO, shareholder or to the tax authorities. It must be cost-effective. Ideas and legislation vary but the simplest idea is to compare the effective hourly salary of the passengers to the direct cost of flying, overlooking the convenience factor. Another thought is that often the direct operating cost per mile may not be much more than two or three times the mileage cost of using a car. As far as the amortisation and annual costs of an aircraft, these are often integrated into the Company’s Balance sheet and accounting methods vary from Company to Company and Country to Country.

After leaving the RAF, I spent 15 years in the airline world but became disillusioned with the attitude both of the crew and the company. I finally found a position on a DH 125. Early in February 1973, I arrived in New York for a refresher course with Flight Safety. The Monday morning course had hardly started when the Secretary entered and placed a note on my desk. I was to call an upstate New Yorker for dinner tonight. “John - I have heard that you are in town - Can you come up for dinner tonight.” This was the way that the Flight Manager of one of the American Blue Chip Corporations worked. At the Corporate Office Desk, there was a ticket waiting for me that evening. Over dinner at his house, he sold me the idea of working for this major American Corporation and I became a happy Yankee - Well almost!

I really enjoyed the following months learning a lot about flying in the States. The Gulfstream was a great aircraft and it was a far cry from airline jets that I had been previously flying in Europe. Instead of flying in the mid-30’s, we flew above 40. This was an education into a very different life of business management and economics even if he does not hold a MBA. He will be expected to work at least a 60 hour week with little holiday and will need a very understanding spouse for this is no 9 to 5 job. But that goes for the whole team for it will only be a success if the top management sees that everyone is really enthusiastic to do the job perfectly.

From the start the Corporate Office must see that this is a 24/365 operation. Due to the high administrative work load, it becomes a little easier when there are two aircraft and the team can be increased a little. The second Captain will work as much as the Flight Department Manager, although he will perhaps fly a little more. He will be looking after all the duties of a Chief Pilot such as general legislation, training and checks, SOP’s, and other procedures. He will need to look after all the liaison with the FAA or CAA and especially all paperwork for the qualifications for Cat 2 and NextGen and eventually Sesar. Added is the chore are the formalities of the ‘carbon tax’, which was designed by Brussels to destroy all industrial activity in Europe including all business aviation. The co-p may have a little less responsibility but he is almost running the daily operation from start to finish. Not only will he work with the lady in the office organising every aspect of the flight from over-flight permissions to catering and fuel, he will also need to look after the hotel for the crew if there is a night-stop. And of course before every flight, he will look after the flight planning, fuel, ensure that the catering is on board and that the aircraft is spotless clean.

In addition to the regular maintenance, the technicians must be ready for anything including AOG in a country where they cannot speak the local language. The young lady in the office will often have the most demanding and the hardest working job for she will be the main point between the Head Office and the Flight Operations. In addition to speaking a dozen languages (!!!) she should have a lot of patience with such items as VAT which some European countries require to be added to internal billing - a crazy idea!

Business Aviation was still a bit of a ‘Cowboy Operation’ in the early ’70’s, when I was sent to the European HQ. Those who know the performance of the G 2, can imagine that full power take-offs at anything below maximum weight were exaggerated and more suitable for an air display. Rotate to 15 nose up and you would be passing 40,000 in 17 minutes at MTOW. I introduced flexible (moderated) power settings for takeoff, reducing the EGT. There were no figures for this so after I had worked them out and got them approved by R-R and Grumman, we increased the hot-end life considerably. For this I was given an innovation award of several thousand dollars which was most welcome. I brought in ‘computer monitored’ approaches or in the American Lingo PICMA. And with this came a new effort in Standardisation and Procedures. All was going well until, Grumman lost one of our aircraft on a crew training accident. So I returned to America with the G 2 which was urgently needed. As a result of this, it was decided that we would no longer train on any aircraft if there was a simulator available.

We needed aircraft to support top management and also the International Sales force, so I returned to Europe in the Spring of 1975 with a Falcon 20. Whilst this was a suitable aircraft for Europe, it had no long range capability, so it was a case of stops at Sonderstrom and Kefllavik on the way back. For a short while, we had three Falcon 20’s. They were very good aircraft but not practical for visits to the Middle East so we replaced two of them with a three engine Falcon 50. This had a Litton INS and HF so we were back in the long haul business.

This Corporation was a founder member of the Flight Safety Foundation and NBAA. The ‘Safety Culture’ came from the President down. Both the Chairman and the President were qualified pilots, the latter being an ex-Marine Pilot from the Korean War. These were great guys who wanted the safest and most efficient operation. It was not only a great pleasure to work for them but a privilege. Regularity was essential and we rapidly became Cat 2 qualified. We had to leave on time and arrive on time. Our passengers were essentially members of the Corporate Board. The VP responsible for International operations would often work in Europe arriving on the Concorde on the Sunday evening at LHR. We would then take him around the European Companies. Often he would visit a couple of countries per day. A visit in the morning would be followed by a flight to another country at lunch time. He
would eat a simple meal, wash and change and be ready for the afternoon. Later he would be back on board for a second flight. On the Friday night we would call him back to LHR and he would return to JFK on the Concorde. The helicopter would be waiting for him and he would work for the rest of the day in bistros in Paris.

On joining the Corporation it was a known policy of ‘Happy Hire - Happy Fire.’ One was never too high to fall. Early in my time there, we night-stopped in the south of Europe after flying to Milan for a meeting. A short while after our arrival, I was called to the Handling Office for a telephone call. My Manager in NY wanted to know if my co-p was in good shape that morning. Despite my assurances, he told me that he would be replaced for departure in the evening and that I should send him back by airplane. Apparently he had been seen by a customer in a bar around 11 PM. It was not appreciated and he was on his way.

We all assisted in the proposals for future agreements. Despite the excellent reliability of Business Jets, we always had considerable debate over the number of engines - two or three. When flying over the Atlantic, would one want to consider Sonderstrom as an engine-out alternate for example. The engine-out ceiling of the Falcon tri-jets is in the lower 30’s whilst that for the twins is ten thousand lower. The procedures for a drift-down into the NA fixed system track from our normal cruise altitude in the 40’s needed careful thought and planning.

Although we were not top Management, the Corporation was run with a level for everyone. After 15 years, I was promoted to the equivalent of a one-star General just one below my US Flight Director in an organisation of 25,000 personnel. Our employment contracts were the same as all other Senior Staff with two weeks holiday and five public holidays per year, (which was extended a little after 12 years of service.) We were expected to work a normal 50 hour week. Training need be and to communicate this as duties permitted. Flying was as a private company under FAR Part 91. If the legal obligations were a little more flexible than those pertaining to airline operations, we had regular briefings from the PFS, which were more severe on every aspect of safety. It was a guiding principle that from takeoff to last landing should not exceed 12 hours by day. This could be reduced at our discretion when very late arrivals or departures were concerned or with large time changes away from base. Although our passengers were all very hard working, they looked after their own health and fatigue and would usually prefer an overnight on a very long flight rather than arrive over-tired. As a result we could not operate very many.

As one might expect, we not only wanted but received a parcel bomb in our mail office. Unfortunately the girls who opened the mail were fortunately the girls who opened the mail. Thankfully the FBI?

Whilst this might have been considered as a little exaggerated, I had previous experience of terrorist attacks when I luckily escaped the bullets on the attack on El Al in Amsterdam in 1969. I was the Captain of the Swissair a short way behind and thankfully was able to stop just out of trouble. The doors of the Boeing opened and the Israeli commandos slid down the cords shooting back. It was rather like a cinema terror film, but it was for real. The co-p on the El Al was killed as were some passengers. Thankfully we escaped.

One of the biggest challenges for Business Aviation is for the safety culture of the operation to start in the President’s office. Whilst I was very lucky to have Presidents who understood this, it is not always the case. On very long flights, our top management arranged to have overnight stops at places where they could have a short meeting with local management. We could get a night in bed and continue the following day. It is not really a good idea to put a third pilot on a long haul flight with such a small cockpit and nowhere to rest.

Finally one must not overlook the fact that the success of any Business Aviation Department depends a lot on the personality of the Manager and the Senior Captains and their contact with top Corporate Management. Their individual personalities decide much. With no cockpit door they would be looking forward and watching the runway appear in a Cat 2 landing and full of praise for our training and modern technology. Our enthusiasm to do a good job was infectious and the business case to have the latest equipment was made.

With the arrival of the glass cockpit in the early 90s, they wanted to run their office from the aircraft and were not happy until they had Internet and Satcom. Today they are connected from takeoff to landing.
On Tuesday 10th May, a light breeze blowing right down the line of Runway 23 at Northampton’s Sywell aerodrome provided perfect conditions for Biggles Biplane’s return to the skies. It was first flight after a six year-long restoration of the replica 1914 BE-2c observation biplane by Freeman Steve Slater and Matthew Boddington.

For Matthew, in the pilot’s seat for the first flight, it was a particularly special moment. His late father Charles Boddington flew the aircraft on its maiden flight from the same airfield in March 1969.

‘Biggles Biplane’, registered G-A WYI, was built at Sywell in 1969 as a Tiger Moth-based film replica. It was commissioned by Universal Studios for a planned big-budget movie, “Biggles Sweeps the Skies”, based on the books by Captain W.E. Johns.

However while the “Biggles Biplane” BE-2 was completed, the film wasn’t. The aeroplane was instead shipped across the Atlantic and sold to a WW1 flying circus, but made its last flight in the USA on 14th June 1977. Climbing out from an airfield in Wisconsin, the pilot lost control in hot, still conditions and the aeroplane spun into the ground from around 500 feet.

Thankfully the pilot escaped with just a broken leg. But the forward fuselage was completely wrecked as far back as the front cockpit and both lower wings were basically loose bags of canvas, full of broken bits of wood!”

The remains were acquired by American Tiger Moth owner Bill King. He hoped it might provide some useful parts for his aircraft and hung the remains in the rafters of his shed in upstate New York. In March 2005 after a series of transatlantic telephone calls Steve and Matthew flew out to New York to bring the remains back home.

A few weeks later the aircraft arrived back at Sywell aerodrome. In a workshop immediately next door to where the aircraft had originally taken shape, the hard work began.

Right from the start of the restoration we made a commitment to re-using as many original parts as possible, commensurate with safety. That meant that the first six months were largely spent dismantling,
cleaning, repairing and painting a huge number of tiny components.

Even the wrecked wings yielded almost complete sets of fittings and internal bracing. They were integrated with new wing ribs and 16 foot long wing spars sourced in British Columbia, about the only place in the world where the trees still grow sufficiently tall to provide knot-free lengths of spruce.

The steel tube fuselage required a complete rebuild of every component forward of the rear cockpit, while the tail unit was rebuilt around new tailplane, elevator and rudder spars. A new fuel tank was specially fabricated along with the steel tube landing gear with distinctive ash skids.

The 145-horsepower de Havilland Gipsy Major engine marks an interesting blend of old and new. It is mounted in an upright configuration in a similar manner to early DH Moths and its cylinder barrels, pistons and heads were overhauled and certified by Frank Golding, one of the team who originally built the “Biggles Biplane” in 1969. Frank first worked on Tiger Moths for Brooklands Aviation in the 1940s and remains a licensed aircraft engineer into his ninth decade.

So, how does it fly? The early test flights reveal the BE-2s legendary stability and generally pleasant handling characteristics at a stately 65mph. In common with others of its era, it was of course designed for operating from open fields, so the aircraft’s crosswind tolerance is limited. To zero!

The Edwardian silhouette is unique and the aeroplane carries the serial of RFC no. 347. It was the BE-2 which in the hands of Lt. Harvey-Kelly of No.2 Squadron RFC was on 13th August 1914, the first military aeroplane ever to deploy in action. Biggles Biplane is now set to spend the years to come paying tribute to the earliest aviators of the Great War.

"Contact!!!"