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
14  Lord Mayor’s Banquet  Guildhall
17  7th GP&F 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&F Committee meeting  Cobham House
16  New Member’s Briefing  Cobham House
16  Guild Closes

January 2012

3  Guild opens  Cobham House
10  5th Technical and Air Safety Committee  Cobham House
11  Trophies and Awards Committee  Cobham House
17  Benevolent Fund Board of Management  RAF Club
17  Environment Committee  Cobham House
19  9th GP&F Committee  Cobham House
19  5th Court meeting  Cutlers’ Hall
19  Court Election Dinner  Cutlers’ Hall

February 2012

16  10th GP&F Committee  Cobham House
21  5th Education and Training Committee  Cobham House
23  Pilot Aptitude Assessment  RAF Cranwell

GUILD VISITS PROGRAMME

4 October  Army Air Corps, Middle Wallop
19 October  Hawker Beechcraft, Chester Hawlpen

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

Cover Photo: The view from the cockpit of the De Havilland Dragon Rapide taking the Master and his lady from Farnborough to RAF Halton for this year’s Guild Garden Party. Further detail in News Round Up. Photo courtesy Ian Tulloch.
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CITY CELEBRATES OUR PATRON’S 90TH BIRTHDAY. Past Master Hugh Field writes:

Twelve City Livery Companies combined with a small number of other City institutions on 28th June to celebrate the 90th birthday of His Royal Highness Prince Philip, Duke of Edinburgh. The Fishmongers’ Company undertook the organisation of the event at which a total of 83 Liverymen were seated for dinner in the beautiful surroundings of Fishmongers’ Hall.

The Livery Companies represented were those with whom Prince Philip had enjoyed long associations, for some as a Liveryman, others on their Courts, and still others, such as our own Guild, for many years as Grand Master and more recently as Patron. The event was graced with the presence of Her Majesty the Queen who was joined by the Princess Royal, a Fishmonger in her own right. Each of the Companies was represented by the Master, three senior Liverymen (in our case Past Masters Pickard, Field and Pooley) and the Learned Clerk. All were presented to Her Majesty, Her Royal Highness and Prince Philip who, not surprisingly, recognised many of those present. He had spent 49 years as our Grand Master and throughout that period he took a close interest in our affairs, frequently attending Court meetings. The Royal guests paused for a moment’s conversation with each of the co-host Companies, venturing the view that ours must be a particularly busy Company.

Donations from co-hosts of the dinner were in favour of the Gresham’s Foundation for their New Music School Appeal, and the School Choir performed two works during the meal.

With the intention of keeping the evening as relaxed as possible speeches were kept to a minimum. The Prime Warden of the Fishmongers welcomed the Royal guests on behalf of all the co-hosts, to which the Duke of Edinburgh replied. The Loyal Toast was proposed by Lord Levene, Lord Mayor in locum tenens.

The Fishmongers’ chefs excelled themselves in their selection of dishes, demonstrating their craft with a range of seafood which the Company proudly refers to as “responsibly sourced”. The accompanying choice of wines would have met with the approval of the most demanding palate and was rounded off by a 48-year old port.

Outside the Hall the event was marked by the bells of nearby St Magnus the Martyr, where the Ancient Society of College Youths rang a full peal consisting of 5090 changes of the 12 bells taking some three and a half hours.

The Master informed Her Majesty that he and the Clerk had recently visited the Grand Master to discuss current issues. The Queen observed that his time was fully occupied.

As the Fishmongers do not follow the widespread City practice of clapping the Guest of Honour to their place at the dinner table, instead Her Majesty’s arrival was heralded by a “Ducal Fanfare”, specially commissioned by the Worshipful Company of Musicians. This was enthusiastically performed by a quartet made up of two trumpets and two trombones.

At the request of His Royal Highness, Her Majesty, Lord Mayor in locum tenens.

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The Master, Past Masters and the Learned Clerk at Fishmongers’ Hall

His Royal Highness in animated conversation with the Guild’s Past Masters
FULL CIRCLE. Dr Mark Miller writes:

Guests at this year’s Garden Party are unlikely to have missed their Master’s rather grand entrance - alighting from a de Havilland Dragon Rapide directly in front of the Guild marquee - but August Guild News could convey only some of the inside story which brought it about.

Duxford Airfield in the late 1970s was possibly an even more exciting place than it is today. Burgeoning private collections were commencing to operate some serious ex-military machinery which few thought ever to see active again in the UK. It was certainly a formative period for more than one young enthusiast. With my father I had transferred Duxford allegiances from flying model aircraft (some with 1/16" thick balsa fuselage sides) to assisting the restoration of a spectacularly deteriorated Dragon Rapide... also with ‘sixteenth’ sides but of plywood! We were not to know that this project would run to 2004 before completion, by which time the aeroplane was in our joint ownership.

A flyable Rapide had in the interim settled for a period at Duxford. Martin Barraclough generously placed G-AGTM at the disposal of the Duxford Aviation Society from 1978, and many and interesting were the rides it was possible for an opportunist to cadge. Memorably, my first feel of any flying controls in the air was by reaching over Martin’s right shoulder on the way home one evening to Duxford. Another pilot entrusted with Tango Mike at that time was none other than Wally Epton, only barely out of Royal Air Force uniform and with whom I rode on a very pleasant ‘air experience’ flight in October 1980.

Our paths did not cross again until a mere quarter of a century later, at a BBGA conference breakfast. Wally and I were discussing that golden Duxford period and I recounted being flown in Martin’s Rapide by Hugh Field to the 1979 Gapan Garden Party. Gentleman that he was and is, Hugh in his Master’s year had kindly taken a number of Duxford helpers to the Shuttleworth event. Hugh’s meticulous conduct of those flights I can recall in every detail, indeed it has influenced my own consideration of passengers to the present day. However, only after thousands of my own tailwheel landings do I fully understand our pilot’s rueful backward glance into the cabin, after Old Warden’s bumps had converted a soft touchdown into a succession of bunny hops at the end of the roll!

In re-meeting Wally I learned that time had moved on for him also. All being well he might become Master of Gapan a few years hence. We hatched a plan that for old times sake, not to mention the personal satisfaction of reversing roles relative to my flight with Hugh, I would endeavour to fly the Master and his Lady to the 2011 Garden Party. Moreover, Wally arranged for the Rapide to operate into RAF Halton via TAG Aviation’s splendid facility at Farnborough. My father David flew the positioning flight and found himself on finals to the very same runway beside which - in his own younger days - he had watched all the unfolding excitement of the 1950s SBAC shows. Truly a case of coming full circle for us both!

KEN WALLER Past Master Peter Bugé writes: I was most interested to read Fritz Johl’s memories of Ken Waller in the August issue of Guild News. I hope he will allow me to place a copy of his letter in the Ken Waller archive.

In my article ‘Archive Update’ in the April issue of Guild News, to which Fritz refers, I mentioned Ken Waller’s participation in the 1934 England - Australia Air Race only as an example of the sort of material that is in the Guild’s possession; it is not the only material we have in the Waller collection. As a result of his completion of the race and setting a record for the return flight England - Australia - England, Ken was presented with a number of awards which can be seen in the display cases at Cobham House. These include silver medals from the RAeC and the Cinque Ports Flying Club, and a silver cigarette box from the RAeC. We also have a number of logbooks and licences and a certificate of completion of a flying instructor’s course at Brooklands dated June 1933 and much more, but I will mention only one other item, which Fritz will find particularly interesting. This is a copy of The Strathmore Record, Volume 1 No 4, of January 1950, subtitled “The House Organ of Strathmore Exploration and Management Ltd and Associated and Subsidiary Companies”. An article describes ‘Strathair Ltd,’ a company founded in October 1948 of which Ken Waller was manager and pilot that provided a business aircraft for the Strathmore group of companies. The aircraft used was a Beech D185 flown out of Rand Airport, Germiston, and carrying up to six passengers and two pilots. Routes covered mainly Africa and Europe.

The article gives a brief description of Ken Waller’s career which included enlistment in the RAFVR during the War, instructing in South Africa with the Empire Air Training Scheme and a course at Boscombe Down leading to the post of Chief Test Pilot at Miles Aircraft following Tommy Rose’s retirement. From there he went to Strathair.

If Fritz would like to let me have any more information about Ken Waller that will add to the record at Cobham House I would be delighted to hear from him.
STOP PRESS RED ARROWS ACCIDENT
20TH AUGUST 2011

The Guild was saddened to hear of the Red Arrows’ accident that occurred on Saturday 20th August following their display at Bournemouth. Members will be aware that both the Central Flying School and the Red Arrows are affiliated to this Guild; units that the Guild is proud to be associated with.

The Master wrote to the Commandant Central Flying School, Group Captain S J Blake, OBE MA RAF expressing our shock and grief. The Master also asked Group Captain Blake to send condolences from the Guild of Air Pilots and Air Navigators to Flight Lieutenant Jon Egging’s family and commiserations to the team.

In his letter the Master recognised that as a Guild closely involved with aviation we are all fully aware of the risks that have to be taken with any form of flying. The Master relayed the admiration this Guild has for the Red Arrows in their planning and execution of their display flying to a high level of flight safety. It therefore inevitably came as a terrible shock to us all that such an accident occurred.

The Master pledged the Guild’s support to the Red Arrows and offered our assistance during this difficult period of recovery. The Guild’s representative and liaison member at Court for the Red Arrows affiliation is Captain John Robinson who worked with the Master in formulating this message. 23 August 2011

GYM NEWS

GYM would like to congratulate Tom Baldock and Lewis Lang who were both awarded the first two GYM Gliding Scholarships this year and have successfully flown solo whilst completing their one-week residential course at Lasham Gliding Society. Their success was celebrated with a well attended GYM BBQ and celebratory drinks at Lasham Airfield.

GYM welcomes its newest committee members Claudine Miles (Events Co-ordinator) and Chris Chown (Membership Secretary) and wishes them every success in their new roles.

GYM also held a Committee Strategy Meeting on the 16th of July at Sywell outlining the plan for the next four years. Items on the agenda included how to grow our membership pool and how to assist with the current issues facing the younger generation of aviators.

To help achieve these goals GYM has prepared a short survey which has been sent out to the current members asking for their feedback on how we can best serve their needs and expectations. So if you are a GYM member and have not yet completed the survey please do, or contact GYM to be sent the link.

As the GYM has done over the past couple of years, it is again providing 5 free tickets which are up for grabs to GYM members for the Trophies and Awards Banquet (aviation equivalent of the Oscars) being held on the 27th October at Guildhall.

There is also a packed GYM calendar for the remainder of 2011 which includes the Flyer Show on 29th October, 2011 Scholarship presentations in November and much more… check the GYM website for further details.

NEW GUILD CHRISTMAS CARD

Earlier in this year the Master decided that he would like to see a new Guild Christmas card. It is taken from a painting by Past Master Freddy Stringer and depicts Sir Alan Cobham landing on the Thames beside the Palace of Westminster. The original hangs in the Guild offices.

After the First World War Sir Alan was concerned that the Government was not supporting civil aviation. He was convinced that the future required a more determined and forward-looking policy. In order to bring his views to the attention of Parliament he decided to deliver a petition from Rochester to London by air. It was suggested that the petition would have more impact if it were delivered via Australia, so Sir Alan set off with his friend and engineer Arthur Elliot in a de Havilland 50J floatplane. Whilst flying over Iraq a sandstorm forced him to fly low. Bedouin tribesmen shot at the aircraft, mortally wounding Mr Elliott who died in hospital the next day following an emergency landing at Basra. Cobham finally completed the trip, only the third flight from Britain to Australia, on 1st October 1926. His adventures had captured the public imagination and almost one million people - a quarter of the population of inner London lined the embankment and bridges to watch his landing at 2.26pm. Sir Alan was knighted within days of his return.

The card carries the greeting “With best wishes for Christmas and the New Year”. They can be ordered using the flyer in this copy of Guild News. Profits from sales will go to the Guild Benevolent Fund.

The current GYM Committee members. Standing, left to right: Keith Sivell, Luke Evans, Chris Chown, Benjamin Donalds, Jas Singh Sitting, left to right: Sebastian Pooley, Ludo Forrer, Claudine Miles.
WE ARE ALL MENTORS

I believe it to be true that in flying we are all mentors. Both when flying with our contemporaries and also when we fly with those less experienced than ourselves knowingly or unknowingly we are mentors. A mentor as I am sure you know is an experienced and trusted advisor. This I believe applies not just when we are in the air but in aviation life generally.

After almost half century of aviation, I appreciate more and more all the useful pointers I have been given by those many experienced pilots and navigators who mentored me along the way. I have been fortunate in that there were many aviators in my flying who gave me hints and tips; sound instruction, and passed on to me a respect for the machinery that had been designed, built, and maintained to do the job in the air that I seemed to be only half good at doing. They mentored me in how to handle my aircraft better, how to look after my crew, my engineers and handlers, suppliers, in fact everyone involved in support of my flying. Those instructors, flight commanders, squadron bosses, captains, CFI’s, chief pilots, flight department responsible managers, friends, and peers in aviation over the years were all my mentors, and many still are.

Whenever we fly we become mentors to those who share the world of aviation with us, and we all have (in modern management speak) a duty of care to our fellow aviators. If we know something about thunderstorms and how to deal with them from the scope of our flying experience and knowledge, then we pass it on to other pilots who may not be so knowledgeable. If we have learned along-the-way how to taxi an aircraft really smoothly, using the brakes comfortably and judiciously, then we should transmit that skill to other pilots who fly with us. If we have learned how to stall and/or spin aircraft and know the best recovery technique for that type, we share this with others and thereby we are mentors.

I continue to be surprised that skills I take for granted now, and practices that I have been using for years, are still completely unknown to some pilots I fly with. When they say to me “what a great idea - I never thought of doing it that way” I realise I am automatically acting as their mentor, and I am very pleased to do so. It also reminds me that we should not take for granted that if a pilot has received training, flown the simulator, obtained a PPL IR, flown thousands of hours etc etc, that they will not benefit from our mentoring. When flying we all mentor one another, and it continues until we finally close our pilot log-book.

This Guild as a body, is in effect one great big mentor providing a wealth of knowledge, experience, and aviation skills as a trusted advisor. Within the Guild we are all there to mentor and look after each other and that is why being a Freeman in the Guild of Air Pilots and Air Navigators is so beneficial to all aviators. We have so many mentors “on tap” within the Guild and I know of many that readily give their advice and guidance to all our members. Our working committees are also a great source of knowledge and experience striving to keep all aviators up-to-date and on track. At every level of our activities in promoting and protecting the piloting and navigation pursuits that we follow, I feel it is important that we share our knowledge and experiences with each other and mentor our fellow aviators out of comradeship and fellowship. This means through good times and bad.

In the air display world, it has become an accepted principle and practice that each display pilot has a “buddy” who mentors them and offers comment and analysis of their display sequence to prevent flaws and errors creeping into the air display. The display “buddy pilot” takes on the role of trusted advisor, and in many cases display pilots fulfil this role for each other. The prime exponents of this “buddy” mentoring system are those professional formation display teams such as the Roulettes, Red Checkers, Thunderbirds, Blue Angels, and our own affiliated units The Red Arrows and the Snowbirds. You will read elsewhere in this issue the sad and tragic news of the death of Red Arrow pilot Jon “Eggman” Egging. This was a harsh reminder that flying aeroplanes is sometimes dangerous and unforgiving, certainly aerobatic teams such as The Red Arrows understand the risks they take almost on a daily basis. I know from my personal contact with members of the Team before and after the accident that their own internal mentoring system helped to pull them through that difficult time, and enabled them to return to their polished flying performances as quickly as they did.

I am now past the half-way mark in my year as your current Master and the past 2 months have been packed with duties both pleasurable and serious. It fell to me as your Master to ask the Guild Flying Club and the Events Committee to consider carefully the Guild responsibilities for organised flying that might accompany their activities. As a Guild of Air Pilots and Air Navigators it is only natural that members should wish to attend Guild events by “flying-in”. Questions arose recently asking whether our volunteer organisers of events ought to be responsible for flying attendees should something go wrong! I was pleased that our Honorary Legal Adviser Tim Scorer was able to offer his expert advice and provide some guidance that has enabled our GFC and Events Committees to better understand their legal responsibilities when organising activities where flying is involved. I think we now know what our responsibilities are and how these activities should be conducted without causing anyone concern. I thank Tim for his expert advice and wise counsel which has been a great help to us all.

Amongst my duties since my last Master’s Message I was pleased to be able to promote the Guild particularly in the North American Region when invited to speak at the opening of the Abbotsford aviation trade & industry exposé at Cascade in the middle of August. This has been reported elsewhere in this edition but it pleased me to see how active the Guild is in Canada and the USA under the leadership of Liveryman John Burley (Canada) who has acted as Chairman for the past 3 years. John will hand over to Liveryman Kent Johnson (USA) in November and I am confident that Kent will continue the good work started by John and take the Region forward. I am hoping that later this month the Chiefs of Air Staff from both Canada and the USA will be joining us at the Trophies & Awards Banquet in support of the North American Region.

I have fulfilled quite a number of engagements representing the Guild during the past 2 months despite August being a typically quiet period. I was guest of the
Worshipful Company of Actuaries on the 18th July at Merchant Taylors’ Hall when they inducted their new Master John Lockyer, and the next day - a very rainy one - Jan and I attended Buckingham Palace at one of the Queen’s Garden Parties. We were delighted to see Past Master Rear Admiral Colin Cooke-Priest in his role as a Gentleman Usher introducing guests to HRH the Prince of Wales and the Duchess of Cornwall.

Not long after I was at the Central Criminal Court - The Old Bailey - as guest of Sheriff Richard Sermon to meet Her Majesty’s Judges and join them in their working day. It was a real education and I much admired the Judges for what they have to do in their profession, dealing with the misery that comes before them and upon which they have to deliver judgement.

Since then I have joined with Guild members on visits to the Aircraft Accident Investigation Board at Farnborough, to RAF Northolt, and RAF Uxbridge. I have dined informally with other Guild members and their partners at the Innholders Hall for a Music and Supper Evening, and more formally with the RAF at Brize Norton where I was delighted to present a Master Air Pilot Certificate to Flight Lieutenant Paul Smith of 101 Squadron. I have enjoyed lunch in the RAF Club at Liveryman Air Commodore David Wilby’s masterfully organised Guild Luncheon Club followed by a fascinating Tymms lecture on Tallboys and Tirpitz by Squadron Leader Tony Iveson who is a leading light in the Bomber Command War Memorial campaign. I attended several Battle of Britain celebrations in September including a grand banquet at the RAF Museum and a magnificent service at Westminster Abbey. Last month was rounded off with the election of The Lord Mayor and I was there as your Master. Rolling ahead I look forward to meeting as many of you as are able to attend the Trophies and Awards Banquet this month which is once again going to be a splendid occasion.

Finally I would like to say how pleased I was to read of two major airlines introducing mentoring schemes for young pilot training especially as both are offering financial assistance with both basic and advanced training costs. The United Airlines cadet scheme in the USA and the British Airways scholarship scheme both offer promise to young “wannabe” pilots who do not have rich parents to support their aspirations. Together with other airline company mentored training schemes these initiatives are moving in the right direction, and I would rather like to think my speech at the Livery Dinner earlier this year had some influence. Initiatives from this Guild and the London Institute for City and Guilds together with the CAA are exploring the possible establishment of pilot training apprenticeships, and it would be encouraging if UK Government, particularly the Department for Education, paid more attention to this problem and joined with industry in finding solutions to solve the looming shortage of well trained pilots.

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**Gazette**

**APPROVED BY THE COURT ON 15th SEPTEMBER 2011**

**ADMISSIONS**

As Upper Freeman
- Sven-Pierre Ary BERGEN (AUS)
- Captain David JONES
- Sean Christopher McGEOUGH
- Captain David Russell SMITH (NA)
- Wing Commander David John TURNER (AUS)

As Freeman
- Peter Edwin BAILEY
- Dr Sally Ann EVANS
- Gary MURPHY
- Kirk Richard MYERS
- Christopher Brett REYNOLDS
- David George SHEPPARD
- Cameron THOMSON
- Ross James WILLIAMSON

As Associate
- Robert DAGG (GYM)
- Rachel Mary GIBSON (GYM)
- Flying Officer Robert William JONES (GYM)
- Scott LAWLER (HK) (GYM)
- Jason LAWLEY (OS)
- Claudine MILES (GYM)

Dale Andrew SHAKESHAFT (GYM)
- Emma SINNOTT (NZ) (GYM)
- Timothy Bevan STEELE (NZ) (GYM)
- Susan Mary TWINING

ACKNOWLEDGED BY THE COURT

15 SEPTEMBER 2011

**REGRADE**

To Livery
- Martin George ALDER
- Dr Lesley Ann RUNNALLS

**To Freeman**
- Major Nicholas BARTON
- Lorraine EARL (NZ)
- Linda Mary FAULKNER
- Emma Margaret JOHNS (OS)
- Alastair GREENWAY
- Neil Gavin Julian MOTHEW (NA)
- Ying Young Raymond NG (HK)
- Mark Gerald van KETEL (OS)

**DECEASED**
- Frederick Christopher Maxwell GIFFORD
- Gerald Philip SANCTUARY

**RESIGNATIONS**
- Benjamin BARBER
- Rod BISHOP (NA)
- Albert Lyndon CLEMETT
- Benjamin Gavin DIX
- Leagh FARRELL (NA)
- Martin John GAMBRELL
- Christopher John GREEN
- Kevin HILLS (OS)
- Steve LINTHW AITE (NA)
- Michael LOVEROCK
- Peter READ
- Aurelien SANGUINET
- Robert SCOTT (NA)
- Subhajit SENGUPTA
- Frederick George Boyd SMITH
- Rick ZIMMERMAN (NA)
The following are the awards approved by the Court of the Guild for 2010 - 2011. The recipients will be formally presented with their award at the Guild’s Trophies and Awards Banquet to be held at Guildhall, London, on Thursday 27th October.

LIFETIME CONTRIBUTION TO THE AEROSPACE INDUSTRY

The Guild Award of Honour
Awarded to any person in aviation, at any time, for an act or other achievement in the aerospace industry.
2010 awarded to: DUNCAN SIMPSON OBE CEng FI MechE FRAeS

FOR OUTSTANDING COURAGE OR DEVOTION TO DUTY IN THE AIR

The Guild Award for Gallantry
Awarded to an individual, or crew of an aircraft, in any field of aviation for an outstanding act of gallantry. It is intended that this should be awarded on rare occasions for any act considered worthy of the award as soon as the facts of the event are clear. Awarded at the discretion of the Master and on the advice of the Trophies and Awards Committee.
2011 awarded to: (posthumous) CAPTAIN MICHAEL NERANDZIC

The Grand Master’s Commendation
Awarded at the discretion of the Grand Master for an act of valour or outstanding services in the air.
2010 awarded twice to: CAPTAIN MATTHEW NOBLE-CLARKE AAC 51 SQUADRON RAF

The Master’s Medal
Awarded to any person in aviation, at any time, for an act or other achievement in aviation considered worthy of the Medal, as soon as the facts of the event are clear. This is intended to be an immediate award, made at the discretion of the Master and on the advice of the Trophies and Awards Committee.
2011 awarded to: LIEUTENANT COMMANDER WILLIAM STRICKLAND USCG

The Hugh Gordon-Burge Memorial Award
Awarded to a member or members of a crew whose outstanding behaviour and action contributed to the saving of their aircraft or passengers.
2010 awarded to: CREW OF QANTAS FLIGHT QF 032 (AIRBUS 380 VH-OQA)

The Prince Philip Helicopter Rescue Award
Awarded to an individual member of a helicopter crew, a complete crew or the crews of multiple helicopters, for an act of outstanding courage or devotion to duty in the course of land or sea search and rescue operations.
2010 awarded to: ‘HMS CHATHAM’ LYNX - 226 FLT, 815 NAS FLIGHT OPERATIONS

The Sir Barnes Wallis Medal
Awarded in recognition of an exceptional and innovative contribution to aviation.
2010 awarded to: MAJOR DAVID AMLOT MBE AAC

The Grand Master’s Medal
Awarded to a pilot under the age of 30 for outstanding achievement and endeavour in any field of flying activity.
2010 awarded twice to: ISABELLE DE KLINECT BA PHD

The Master’s Commendation
Awarded at the discretion of the Master for commendable achievement in any sector of aviation.
2010 awarded twice to: 656 SQUADRON GROUP AAC MISS MANDY PANTALL

The Brackley Memorial Trophy
Awarded to an individual, a complete aircraft crew, or an organisation, for an act or acts of outstanding flying skill, which have contributed to the operational development of air transport or transport aircraft or new techniques in air transport flying.
2009 not awarded

The Johnston Memorial Trophy
Awarded to an individual, a complete aircraft crew, or an organisation, for an outstanding performance of airmanship, for the operation of airborne systems or for the development of air navigation techniques and equipment.
2010 awarded to: ATTACK HELICOPTER FORCE ('UK TEAM APACHE')

The Guild Sword of Honour
Awarded for an outstanding contribution to any sector of General Aviation (all elements of Civil Aviation other than Air Transport), whether in the air or on the ground.
2010 awarded to: DAVID HAMILTON FRICS

FLIGHT TEST

The Derry and Richards Memorial Medal
Awarded to a test pilot who has made an outstanding contribution in advancing the art and science of aviation.
2010 awarded to: EDWARD STRONGMAN

SAFETY AND SURVIVAL

The Sir James Martin Award
Awarded to an individual, a group, organisation, which has made an outstanding, original and practical contribution leading to the safer operation of aircraft or the survival of aircrew or passengers.
2010 awarded to: CAPTAIN LINC ALEXANDER

The Cumberbatch Trophy
Awarded to an individual, a team, group or organisation for an outstanding contribution to air safety, whether by the development of techniques contributing to safer flight, by improvements in ground equipment and services or by improvements in aircraft and component design.
2010 awarded to: DR JAMES RAY KLINECT BA PHD

FLYING TRAINING

The Sir Alan Cobham Memorial Award
Awarded to the most meritorious student pilot graduating from a college or school of civil or military aviation and nominated by the Principal or Commanding Officer. Particular consideration will be given to the candidate’s progress during the course, including qualities of character, leadership, involvement in sport, recreation and voluntary service, in addition to flying and academic achievement.
2010 awarded to: CAPTAIN DAVID PARKER CAF

The Central Flying School Guild Trophy
A periodic award to an individual, group or organisation that, in the opinion of the Court of the Guild, and with the endorsement of the Central Flying School, has made an outstanding contribution toward the achievement of excellence in the delivery of flying training or instructional standards.
2010 awarded to: CAPTAIN DIETER HARMS
The Pike Trophy
Awarded to an individual who has made an outstanding contribution to the maintenance of high standards of civil flying instruction and safety, taking into account working conditions and opportunities.
2010 awarded to: MARK WOODHOUSE

The John Landymore Trophy
Awarded to the outstanding candidate of that year for a Guild PPL Scholarship.
The award is recommended by the Guild Scholarship Committee.
2011 awarded to: THOMAS KEABLE

The Guild Award of Merit
Awarded for meritorious service to the Guild.
2010 not awarded

REGIONAL AWARDS

The Grand Master’s Australian Medal
Awarded to an individual, a group or organisation involved in any branch of aviation in the Australian Region or to Australian nationals abroad, who or which has made a meritorious contribution to any aviation activity, either by displaying technical excellence or by the development of a procedure or operational technique of an outstanding nature.
2010 awarded to: AIR MOBILITY CONTROL CENTRE RAAF

The Australian Bi-Centennial Award
Awarded as an ongoing commemoration of the Australian Bi-Centenary, to recognise an outstanding individual contribution to Australian aviation.
2010 not awarded

The Jean Batten Memorial Award
Awarded in memory of the late Liveryman Miss Jean Batten, to recognise an outstanding individual contribution to New Zealand aviation.
2010 not awarded

AVIATION MEDIA

The Guild of Air Pilots and Air Navigators Award for Aviation Journalism
Awarded to an individual journalist, publication or organisation for an outstanding contribution to the promotion or public awareness of aviation in general or of any important aspect of aviation activity.
2010 awarded to: GLOBAL AVIATION RESOURCE (for articles covering the history and development of the Harrier)

An Unusual Task for the Chairman of the Trophies And Awards Committee

A RECOLLECTION BY LIVERYMAN BRIAN POWELL, PAST CHAIRMAN, TROPHIES AND AWARDS COMMITTEE.

I t was the job of members of the Trophies and Awards Committee to entertain and escort the award recipients at the Banquet. As such I was privileged to meet many courageous and talented men and women. One highlight of the Awards Banquet remains in my memory. An aircraft of Lufthansa, the German national airline, was hi-jacked in Majorca by four Palestinian terrorists. The hi-jackers sought refuge in many countries in Europe and the Middle East, but were refused. The passengers and crew were held aboard the aircraft at various airfields in Europe and the Middle East in ever deteriorating conditions of sanitation over a period of four days.

The story was one of heroism on the part of the crew. No country was willing to give shelter to the hi-jackers. Eventually they made a landing in Aden. There, the captain was made to kneel in the cabin aisle and he was shot in front of the passengers. His body was put in a wardrobe on the aircraft and remained there for a further two days. From Aden the First Officer eventually flew the aircraft single-handed and without maps or charts to Mogadishu in Somalia. A German ‘chase’ aircraft with a specialist assault unit from the German Army was eventually given permission to land at Mogadishu. The hi-jacked Lufthansa aircraft was attacked with stun grenades and the passengers and crew released with minimal casualties. Three of the four hi-jackers were killed.

As Chairman of the Trophies and Awards Committee, I wanted the Guild to make an immediate award to the Lufthansa crew, but before making any announcement it was imperative to find out the true facts at first hand. It so happened that nearly all the senior members of the Court were unavailable. I telephoned as many of my Committee as I could contact, who were mostly Past Masters of the Guild. With their agreement I took the initiative of contacting the Chairman of Lufthansa. He invited me to attend a Court of Inquiry which was being set up in Frankfurt, and made arrangements for me to be flown from London by Lufthansa on the same afternoon. I hadn’t bargained for this and there was no time for any such action to be authorised by the Court, however, I had the backing of my Committee so I accepted the invitation. I stayed as a guest of the airline in Frankfurt for two days. On returning to London I was very relieved to find that my actions had been approved by the Court. Following my report, the Court made an immediate Press Release that the Guild had made an award of a special Guild Medal to the Captain and crew.

At the Guild’s Trophies and Awards Banquet that year the President of Lufthansa accompanied the Captain’s widow and the First Officer and his wife to the Mansion House for the presentation ceremony. That event had to be kept at a low key to avoid any publicity which might attract Palestinian terrorist attention. Vanda and I had to meet the Lufthansa party off their aircraft at Heathrow and drive them directly to the Mansion House with a police motor-cycle escort. I was directed to park in the sacred slot reserved for the Lord Mayor’s Rolls Royce. We were met by a police inspector wearing ‘tails’ and carrying a gun. He escorted us to the front door of the Mansion House. There was a pre-arranged knock before it was unlocked and we were hustled inside. All very ‘cloak and dagger’ stuff !

I think the Award was one of the most popular that the Guild ever made. The Mansion House was filled to capacity and the diners accorded the Captain’s widow and the First Officer a prolonged standing ovation. I confess that I had a ‘lump in my throat’ too ! The best part, so far as I was concerned , was to have our Volvo parked in an unauthorised spot - the special parking place for the Lord Mayor - and to have it kept under police guard for the evening to boot !

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The Guild group, which included the Master, assembled for an early start on a fair dry July morning looking forward to a full day visit. We were warmly greeted by Squadron Leader Cat Thompson of Guild affiliated 101 Squadron who escorted us throughout our visit. After a welcome coffee we were given a briefing by Wing Commander Mike Carver, Force Commander and Deputy Station Commander. The mission of RAF Brize Norton is to project Air Transport and Air-to-Air Refuelling and support deployed operations and exercises. Programme Future Brize has been underway since 2009 to bring together all Air Transport and Air-to-Air Refuelling Assets and this program will continue until 2016. This major change includes moving the aircraft and people from Lyneham with all the attendant challenges. The developments that have been taking place at Brize Norton over the last few years are significant and people who had been stationed there up until two years ago might not recognize some parts of the airfield! Extensive areas of new ramp with hydrant refueling systems are in place and several new accommodation buildings have been completed. The passenger terminal has been updated. A new repatriation centre for the return of the fallen was nearing completion and would take over the role from Lyneham in September. New hangars and squadron accommodation for the FSTA Voyager have been built and several other projects including more accommodation will be completed over the next few years. Major drivers for this change were the need to reduce costs, to help towards more effective use of assets and to improve team working by being face to face. By not having duplicated groups of people at both stations considerable savings would be made. Similarly only needing one set of ground support machinery and vehicles. Another saving was made by avoiding the cost of re-surfacing the runways and taxi ways at Lyneham which would have been required soon. Housing all air transport and air-to-air refueling assets at one base did, however, increase some risks which would have to be managed. Particular challenges would be security of the base, use of a single runway and keeping the airfield operational in snow and ice. The new enlarged base will be home to six squadrons, 24, 30, 47, 99, 10 and 216. Brize is the largest RAF station and by 2016 it will be the base for 20% of the RAF with 70 aircraft and 7,000 people, both service and civilians working there. Effectively it will be the size of a small town. Over the next few years there will also be changes...
to the aircraft fleets with the Voyager FSTA tanker aircraft coming into service in October 2011 to be followed later by the A400M tactical and strategic freighter. As these new aircraft types are introduced the VC-10, C-130K and Tristar fleets will be run down. The new aircraft will help to improve efficiency. Of note the C-17 operation was limited to some extent by the ground support equipment that it required. The A400M would not be so limited.

The twice weekly Falklands air bridge through Ascension Island is operated by Air Seychelles using B767 aircraft. Apparently the flight crew were quite comfortable with the strong cross winds often experienced in the Falkland Islands as similar conditions are not uncommon at their home base, but the operation in snow and ice in the South Atlantic came as a bit of a shock during their first winter of operation! When required extra airlift capacity to complete the Brize Norton mission is provided by chartering aircraft. Airliners like 757 and 747 are used to carry passengers and freighters including Antonovs are used to carry large freight items.

After the station brief we visited 99 Squadron who operate the C-17 Globemaster and were briefed by Flt Lt Mark Mostyn. The C-17 gives the RAF a long range strategic heavy-lift transport aircraft. The aircraft were originally leased but they have since been bought. It is capable of rapid, strategic delivery of troops and all types of cargo to main operating bases worldwide, or directly to more temporary forward operating bases owing to its short field capability. The design of the aircraft allows it to carry out high-angle, steep approaches at relatively slow speeds, thus allowing it to operate into small, austere airfields onto runways as short as 3,500 feet long and only 90 feet wide. The aircraft can operate into and out of problematic sites such as those surrounded by inhospitable terrain or made difficult by adverse weather conditions. The ability to use forward unpaved airstrips is, however, rarely used as this type of operation needed a great deal more maintenance and repair because of damage from rocks and stones and the C17 is such an important asset that it must be kept in service. The C17 was generally used to the main bases with supply from there to the unpaved forward strips by C130 or helicopter. The fully-integrated, electronic flight-deck and the advanced cargo-handling systems allow a basic crew of only two pilots and one air loadmaster to operate the aircraft. On the ground, the aircraft can be turned in a very small radius and its four Pratt & Whitney engines are fully reversible, giving it the ability to manoeuvre into and out of restricted parking or freight-offload areas at undeveloped strips. This enables the C-17 to deliver cargo to small airfields with limited parking space. The C-17 can transport 45,360kgs of freight over 4,500 nautical miles whilst flying at heights in excess of 30,000 feet. Cargo is loaded on to the C-17 through a large rear door that can accommodate military vehicles and palletised cargo. It can carry almost all of the Army’s air-transportable combat equipment, from three Warrior armoured vehicles or 13 Land Rovers, to a Chinook helicopter or three Apache-sized helicopters. It carries all its own role equipment and can fit centre-line seating, which increases the seating capacity from 54 side-wall seats to 102 seats. The aircraft can also be configured in the aeromedical evacuation role to carry a full stretcher fit. If no ground support equipment is available it can perform a combat off-load where pallets are dropped from the aircraft ramp on to the taxiway. After the briefing Mark showed us around the flight deck whist WO Paul Couchman, “Mr C”, gave us a tour of the massive cargo hold of this very impressive aircraft.

Our next visit was to 30 Squadron flying the C130J Hercules and we were given a briefing by Flying Officer Joey Horwood. The squadron had only just moved to Brize Norton from Lyneham a few weeks earlier but seemed to be settling into their new home. The RAF has a total of 25 C-130J C4/C5 aircraft. The C-130J has been modified and upgraded to include new Allison AE turboprop engines and six-
bladed composite propellers. The engines and advanced propellers, coupled with a new digital engine-control system, give the C-130J increased take-off thrust and better fuel efficiency. A particular benefit is that the engines are capable of much more than the rated power at sea level so are able to deliver rated power at hot and high airfields up to 5,000 amsl. The external fuel tanks have been omitted because of the faster cruise speed and more efficient engines so range was only slightly less than the C130K. The aircraft has a glass-cockpit and head-up displays and is operated by a crew of two pilots. The cockpit is compatible with the use of night-vision goggles. A separate air loadmaster station has been established in the cargo hold. The defensive-aids suite includes a missile warning system linked to the directional, infrared countermeasure system, a radar warning receiver and a chaff and flare dispensing system. The defensive system helps protect the aircraft against surface-to-air and air-to-air infrared seeking weapons that may be encountered during operations. After the briefing we spent some time looking around the impressive Squadron Museum before an aircraft visit led by Joey along with Flight Lieutenant Andy Griffiths and not to forget Sgt Si Hey who performed wizardry in getting the door open and the electrical power to work!

Lunch was taken in the Officers Mess with special guest Wing Commander Mike Westwood RAF (Retired). This was a pleasant reunion as he flew as the Master’s Captain on No 13 Hercules OCU Course in 1968! The Master presented a cheque for £150 to Wing Commander Kevin Brookes OC 101 Squadron who was representing the Station Commander.

After lunch we visited 101 Squadron and were given the squadron brief by Squadron Leader Cat Thompson. The squadron was busy supporting operations Herrick (Afghanistan) and Ellamy (Libya) as well as general transport and air to air refueling trails duties. A VC10 was always stationed in the Falklands to supply refueling for 1435 flight. This is a Typhoon unit based at RAF Mount Pleasant which provides air defence for the Falkland Islands, South Georgia and the South Sandwich Islands. The VC10 is the oldest aircraft stationed at Brize Norton but it was still a significant asset enabling the rapid deployment of troops, and fast-jet fighter aircraft, to any theatre of operations. The fleet will be retired by December 2013 and replaced by the A330 Voyager. It seems likely that the new Voyager squadron will be given squadron number 101. Hopefully this means the Guild’s affiliation with 101 Squadron will be maintained. In recent years Guild visitors to 101 Squadron had been fortunate to be able to fly on air-to-air refueling flights. Unfortunately this was no longer possible due to safety legislation as the VC10s are not fitted with several requirements including items like floor exit lighting. The replacement Voyager would, however, fully comply. Five of the fleet were obtained from airline sources. The squadron buildings have some interesting photographs of VC10s in service with various airlines, which was poignant for Captain Mike Gush who flew VC10s with BOAC. The aircraft are named after winners of the Victoria Cross in the RFC and RAF. The squadron flies three versions of the VC10. They have 8 C1Ks which are dual-role air transport and air-to-air re-fuelling aircraft. In the AT role, the aircraft carries 124 passengers and nine crew. Use of a large, cabin-freight door on the forward left side of the aircraft allows easy conversion of the aircraft into a dual-role passenger/freight or full-freight configuration. In its full-freight role, the cabin can hold up to 20,400kgs of palletised freight, ground equipment or vehicles, on its permanently strengthened floor. The aircraft can also be used for aeromedical evacuation, for which up to 68 stretchers may be fitted. The C1Ks have a Mk32 refuelling pod under the outboard section of each wing. The aircraft can carry up to 69,800kgs of fuel using its original eight fuel tanks; the fuel can be used to feed the aircraft itself or be dispensed to other aircraft via a probe and drogue refuelling system. Capable of refuelling two aircraft simultaneously from the two underwing pods, the VC10 C1K can itself be refuelled from a suitably equipped VC10K or TriStar AAR via the refuelling pod. The key is finally found!
probe on the aircraft nose. The crew comprises two pilots, a weapon systems officer, a flight engineer, an air loadmaster and up to three air stewards. There are four VC10 K3s which are three-point tankers, with fuel being dispensed from the two wing-hoses or from the single fuselage-mounted Hose Drum Unit (HDU). The wing hoses can transfer fuel up to 1000kgs per minute and are used to refuel tactical fast-jet aircraft. The HDU can transfer fuel up to 2000kgs per minute and is usually used to refuel ‘heavy’ strategic aircraft, although it can also be used by fast-jet aircraft. The K3 is equipped with fuselage fuel tanks, mounted in the passenger compartment, and can carry up to 82 tonnes of fuel. The remaining VC10 is a K4 which is like a K3 but without internal fuel tanks, and has a maximum fuel load of 70 tonnes.

We then visited 216 Sqn who operate the Lockheed Tristar and were given the squadron briefing by Flt Lt Andrew Millard speaking on behalf of Wing Commander Al Green, officer commanding 216. The squadron was formed on 1st April 1918 at the birth of the RAF, and the squadron motto translates to “Bearing over 40 tons of fuel up to a range of 5,700 miles and when used as a tanker can carry up to 136 tons of fuel. The C2 and C2A versions retain the basic Tristar configuration of 260 passenger seats and can carry 16 tons of under floor baggage or freight. All versions can be used for the casualty evacuation role and in this role the C2 carries a critical care Aeromed Support Team as well as 222 passengers. Both tanker versions are capable of receiving fuel in flight. During operations in Afghanistan the tankers have been extremely valuable in providing air to air refueling for US Navy aircraft. The USAF boom refueling system is not compatible with US Navy aircraft but the RAF drogue system is. As an example of performance the KC1 is able to trail 2 fighters across the Atlantic to Goose Bay in Labrador whilst carrying 40 tonnes of payload or to trail 4 fighters to Cyprus with the same payload. As a sobering reminder of the Afghan conflict a Tristar returned to Brize during our visit repatriating wounded personnel. Some were transferred to Danish C130s for their onward journey, illustrating the international co operation between the NATO states sharing the mission. To get maximum range with the -500 model Lockheed shortened the fuselage length and increased the span of the wing. The fuselage was designed to provide a significant proportion of the overall lift so the aircraft flies with a relatively high pitch attitude. One interesting difference between the BA and the Pan Am aircraft was that the original Lockheed warnings for both stall warning and over-speed at high mach both used the same stick shaker and this is how the Pan Am aircraft were built. The UK CAA considered it confusing to have the same warning for both low speed and over-speed when operating in a narrow speed band at high altitude. To achieve UK certification Lockheed fitted the BA aircraft with a system called RSB - recovery speed brake. When the over speed warning activates all spoilers are extended to pitch up the aircraft and to increase drag. The Tristar cruises at up to 0.86 mach and uses around 8 tons of fuel per hour. The flight deck crew is 2 pilots and Flight Engineer. Fuel tank inerting has been introduced. It had been planned to upgrade the fleet to a modern glass flight deck and one aircraft was in the process of conversion by Marshalls at Cambridge when the plan changed! The aircraft will now be replaced by the new A330 Voyager tankers which are entering service soon so the conversion costs are no longer justified. The part converted aircraft is now a spare part donor. There are hardly any Tristar aircraft remaining in airline service and spare parts availability has become a major difficulty and expense over the last few years. 216 Squadron priorities are Operation Herrick, training of crews, operation and exercise tasking, and air-to-air training and support. It has become a crew training issue that it had become possible to be a 216 pilot and only ever visit four different airfields so special training trips are planned to ensure crews get necessary experience. Three Crews are based in Akrotiri and one Crew is at Camp Bastion on rotation to give flexibility in flight ops tasking. We ended our enjoyable visit to 216 squadron with an aircraft viewing escorted by Flt Lt’s Andrew Millard, Greg Shutie and Lee Dawkins.

Our final visit of the day was to The Joint Air Delivery Test and Evaluation Unit (JADTEU) and we were briefed by Squadron Leader Mark Renshaw who had spent several years as a C130K Flight Engineer before joining the unit. The mission of JADTEU is to enable the delivery by air of manpower, machines and materiel through development, trials and training, in order to enhance Defence Capability. JADTEU has several sections that specialise in aircraft loading, aerial delivery and new delivery systems, delivery of personnel by parachute overtly or covertly, helicopter under slung loads, abseiling / fast roping from helicopters, helicopter handling and engineering support to the trials unit. At the moment their main role is in directly supporting the Afghan campaign. Other priorities include enabling Special Forces capabilities to the C130J and checking and clearing loads so that the A400M will be fully operational from day one in service. They work closely with partners in industry to identify the needs, manufacture, certify and see into service a wide range of new equipment. They have 126 staff from the army and the air force and have several very experienced experts in various fields. The department often create prototypes and develop ideas in house as well as contracting out to industry. On the day of our visit a Chinook was seen in use for abseiling training, and boat cradles were being tested for 5F use on C130J. In the hangars we saw full size fuselage mock ups of the A400M and C17, a C130 fuselage donated following a wheels up landing, and a gantry used to simulate egress from a hovering Chinook. Another area was devoted to advanced parachute training and testing including dropping with large loads. Some of the JADTEU staff are deployed in the field and they also deal with recovering un-cleared loads e.g. damaged vehicles or helicopters.

The Guild is indebted to Liveryman Mike Glover for his hard work putting this very interesting visit together. The Guild is also indebted to Squadron Leader Cat Thompson of 101 Squadron for coordinating our visit and hosting us splendidly throughout the day. Cat invited the Guild to visit again next year and mentioned that we might like to choose either a similar format or a more in-depth visit to fewer departments.
Coventry Airport was the nostalgically exciting venue for the Guild Flying Club’s latest visit on Tuesday the 5th July, brilliantly organised by Squadron Leader John Davy, RAF (Rtd) and Professor Diana Green.

Liveryman Sir Peter Rigby, the present owner kindly invited a ‘Bakers Dozen’ of Guild members to spend the day immersed in aviation history surrounded by breathtaking memorabilia. In 1936, only a couple of years before the ‘Battle of Britain’, the Sir W.G. Armstrong Whitworth Aircraft Company moved its production plant from the Whitley Abbey Aerodrome to its present site at Baginton - a pleasant suburb of Coventry, here in the industrial Midlands. In that same year the Coventry City Corporation allocated land specifically for the development of Coventry’s Municipal Airport, which is still very active today.

While Coventry Airport is a very active commercial airport for both passengers and freight, it embraces two very important tenants. They are Air Atlantique, who operate Classic Flight, owned by Mike Collett and managed by Trevor Bailey, and the Midland Air Museum. Although Air Atlantique used to operate Coventry Airport before Sir Peter Rigby’s Company (SCH Group) took over, they still enjoy a very positive and proactive relationship with the owners, management and staff.

We were received at Airbase at 1000 hrs with coffee and biscuits and given an excellent briefing by the ‘Director of Business Management’ before being divided into two groups for a conducted tour of the aerodrome. Our guide Mark Watkin was a true expert who gave us a very informative conducted tour of the hangar and the vintage aircraft being worked upon and restored to pristine condition. The first aircraft we were introduced to was a very rare Percival Proctor G-AKIU, which was developed by Edgar Percival from his earlier aircraft the Percival Vega Gull. This was in response to Air Ministry Specification 20/38 for a radio trainer and communications aircraft. The one factor that struck me was the clinically clean engine, which although constructed ‘in situ’, looked so pristine as though it had come straight out a hospital operating theatre. In culinary/engineering parlance, “You could have eaten your lunch off it”.

I believe the oldest aeroplane in the 50 plus collection was the de Havilland DH89 Dragon Rapide G-AGTM. This prototype DH89 Dragon Rapide first took to the skies on 17 April 1934 as a successor to the DH84 Dragon and was ostensibly a twin-engined, scaled down version of the four-engined DH86 Express. Although originally marketed as the Dragon 6 the name was soon changed to the Dragon Rapide and subsequently shortened further to the Rapide. Two hundred and five were produced before the outbreak of WW2, many of which were impressed into the Royal Air Force to supplement the 500 already in service. After the war, the Rapide proved to be the backbone of many fledgling airlines around the world and were still operational well into the 1950’s. My next visit was to an Avro Anson, which really took me down memory lane, as it was the very first aeroplane in which I ever left ‘Terra-Firma’ courtesy of the Royal Air Force. Having been brought up in the Lake District, we did not have our fair share, if any at all, of landing strips in the Fells and Lakes. As a child growing up, the only aeroplanes I ever saw were on the horizon flying mail between Carlisle and the Isle of Man. The Avro Anson first flew in March 1935 and entered service the following year. More than 11,000 were built, covering eight distinct models for the Royal Air Force, the Royal Navy and countless foreign air arms around the world, mainly as a reconnaissance platform. With its twin engined monoplane construction the Avro Anson represented ’Cutting Edge’ technology of its day and was the first Royal Air Force aircraft to boast retractable undercarriage. Of all the 11,000 Avro Ansons that were ever produced, Classic Flight’s WD413/G-VROE is the only one in airworthy condition in the world today and indeed is the only military Avro Anson flying on operational duties. It also sports the most modern navigation system with a Garmin GNS430 installed and running.

Luncheon then summoned and what a treat lay in store for we GAPAN few. The ‘Diner’ as it was aptly named was situated in a Douglas DC6, with tables for four, configured on similar lines to a railway carriage dining saloon, where passengers would sit and dine in first class luxury. Although it is claimed to be the only Douglas DC-6 restaurant in Europe, I have dined in a similar venue at Faro airport in southern Portugal - but there they used a Super Constellation. While the ‘Diner’ provided a reasonably comprehensive menu with specials for the kids, we all enjoyed a specially prepared excellent light lunch from the self-service salad table with a glass of wine or two. During my meal, I enjoyed a view of the cockpit to remind me just where we were dining. The DC6 was originally commissioned by the United States Army Air Force in 1944 as the XC-112 transport aircraft. The USAAF were already impressed with the capabilities of the DC4 (and the C54 Skymaster military variant) but wanted a larger version that could be pressurised. As WW2 was coming to an end, this improved version was no longer required and Douglas converted this version into a civilian airliner. This remodelled DC6 entered service in 1947 and around 700 were subsequently produced and entered service with several airlines as diverse as Pan Am and various airlines around the world for many years. Regrettably, noise restrictions at a great number of airfields banned the DC6 from operating and simultaneously
BWMF, which is probably the oldest jet Shackleton AEW2. Developed from the Avro Lincoln - which in turn was developed from the world famous Avro Lancaster - all of which came from the drawing board of the renowned aircraft designer Roy Chadwick. This Avro Shackleton, whose sobriquet is 'Maritime Hunter', has a unique design history, which dates from immediately after WWII. The Avro Shackleton took the Avro Lincoln’s wings and under-carriage and mated them with a brand new fuselage and four Rolls Royce Griffon engines turning 13 foot diameter contra-rotating propellers. This aircraft which served the Royal Air Force from inception until 1989 was originally designed as an anti-submarine aircraft, carrying a sonobuoy, ESM, an Autolycus (diesel fume detection system), a magnetic anomaly detector (MAD) system as well as bombs, torpedoes and depth-charges. In its latter years of service the Avro Shackleton was usefully employed in maritime reconnaissance, search and rescue and airborne early warning roles. As I boarded the Shackleton and climbed up the fuselage towards the flight deck, I was amazed at the obstacle-race type of journey I was taking. It seemed as though I was climbing over a spar every two or three paces as I journeyed forward and I was not wearing my cumbersome flying kit. This problem did not diminish as I forced my way onto the flight deck and down into the most forward bubble where the observer would lie prone on his tummy. As I lay there in contemplation, I was reminded that this Avro Shackleton was the only one in the world that could taxi under its own power. A further personal nostalgic visit was to the Gloster Meteor T7 WA 591/G-BWMF, which is probably the oldest jet powered aircraft capable of flight in the world today. The reason for my nostalgia was happily thus: from 1952-55, I worked continuously at Bletchley Park, central London and eventually at Cheltenham Spa. On my days off while at CHQ Cheltenham I would drive my old 350cc Triumph motorcycle deep into the Cotswolds and to the Central Flying School at RAF Little Rissington. Here I would park and sit at the end of the active runway as Gloster Meteor’s came in to land, less than 50 feet overhead, and I would dream my youthful dreams - with a little envy. The Gloster Meteor jet fighter was the very first British jet fighter and the Allies’ first operational jet. Designed by Mr George Carter, the ‘Meatbox’ as it was affectionately known first flew in 1943 and the first operational sorties were flown on 27 July 1944, by 616 Squadron at RAF Manston, Kent. The first operational success was against the German V-1 flying bombs towards the end of WW2. Over 4,000 of various marks were built, and served with distinction around the world. Today, a pair is operated by Martin Baker as ejector seat trials aircraft, the last airworthy Meteor F8 flies regularly in Australia and Classic Flight looks after two other aircraft. Of these, the T7 is probably unique this year which celebrates the 70th anniversary of the first Frank Whittle jet engined flight. The T7 arrived for us on time and performed a few low level runs and then called ‘May Day’. The Fire Trucks assembled by the side of the active runway and waited patiently as the Meteor T7 made a perfect landing, but remained on the runway. The problem turned out to be a high temperature reading caused by a cracked jet pipe. The T7 was tractor-towed to the viewing park, to loud and spontaneous applause.

We then moved in doors to Midland Air Museum which incorporated the Sir Frank Whittle Jet Heritage Centre, where I was transfixed with this display of quite a remarkable young man. A young Royal Air Force officer who was surely ahead of his time, and to whom the world of aviation owes so much. Air Commodore Sir Frank Whittle, AFC, FRaes, RAF (Rtd), was born on 1 June 1907 and brought up in the City of Coventry. Quite naturally and certainly deservedly, he had an entire room in the Midland Air Museum dedicated to his life and times - in which I spent an inordinate amount of time studying various items of jet propulsion memorabilia and reading of the struggle Sir Frank had with various authorities during the early stages of development. In 1923, at his third attempt, he was invited to join the Royal Air Force as an apprentice and it was during his cadetship he wrote his thesis on various methods of aircraft propulsion that would have to supersede current piston engines and propellers in the future. In his thesis, Flight Cadet Frank Whittle had argued that aircraft would have to fly at high altitudes, where air resistance was much lower, in order to achieve longer ranges of flight at high speeds and that piston engines and propellers would not help achieve these goals. This was a truly inspiring tribute to a very remarkable Officer and Gentleman of Aviation Development.

On behalf of our small group of Guild aviation enthusiasts, I must offer a vote of thanks to Liveryman Sir Peter Rigby for his kind invitation to Coventry Airport, and to Mike Collett with Trevor Bailey of Air Atlantique for such an interesting day. I certainly look forward to a further visit and I would encourage all, as individuals or as a family group to visit Coventry Airport.
The Sir Peter Rigby Interview
WITH DR. JOHN MCADAM.

Dr. John McA: I asked Sir Peter, of all the airports in the UK, why he chose Coventry Airport?

Sir Peter: I have known Coventry Airport as a pilot, an aircraft owner and operator for many years. Its reputation is that of the 'Best located airport in Great Britain' and over the years, it has been home to numerous aviators and aviation related interests. My business interests revolve essentially around three groups of companies, which I have built and developed over the years. They are: Specialist Computer Holdings - the largest privately owned Information Technology group in Europe, Eden Hotel Collection - a group of luxury country house hotels, Patriot Aerospace Helicopter Centres, Heliflight, providing a broad range of general aviation services and including - Patriot Aviation, London Helicopter Centres, Heliflight, providing a broad range of general aviation services and including the UK Cessna dealership.

All these organisations operate both nationally and internationally in many European countries, Middle East and Africa, but are headquartered in the West Midlands. Thus over the years its Corporate Executive aircraft, fixed wing and rotor wing, have been based at Coventry Airport which is entirely satisfactory. When the Airport slipped into administration in late 2009 I was obliged to relocate aircraft operations to other airfields, which proved to be inconvenient, extremely limiting and most unsatisfactory. This, coupled with my extensive business commitments in the Midlands and interest in its general well-being and return to operations, culminated in my acquiring Coventry Airport in the mid 2010. Since that time, the airfield has been fully restored to flying operations, air traffic control outsourced to Serco, and full radar and instrument approach services restored. In addition, fire and rescue services, fuel, security, maintenance and all other services are under the control and management of the Airport Operating Company. Much of the existing hangar, office and ancillary building stock has been restored, and importantly there are existing developed plans for the future of the Coventry Airport.

Dr. John McA: “What of the future, Sir Peter - do you have great expansion project and exciting visionary plans for Coventry Airport?”

Sir Peter: “In early 2011, I announced plans for the launch of a joint development company with an established national property developer/construction company. Here we would build on adjacent land over which we had taken out options to provide a new science/business park on the north side of the airfield. This would include an extended distribution/manufacturing part on the old Alvis site on the south side. All these projects are now moving to the planning stage and under the new government reorganisation scheme with the introduction of Local Enterprise Partnerships (LEPs).

I am pleased to report that the Coventry & Warwickshire LEP has recommended this major development, with its potential to create 10,000 jobs covering some 200 acres of land, for Enterprise Zone Status. This project is currently sitting with the UK Government for consideration”.

Dr. John McA: - “Sir Peter - you sound very excited about this potential development”.

Sir Peter: “Yes, I certainly am excited. In such a relatively short time scale, Coventry Airport has sprung back into life and with important realistic plans for its future. Freight traffic returns to Coventry Airport on 1 September 2011 and with it our hours of operation are extended from 0700hrs to 0200hrs with CAT4 fire cover and full services. We are currently talking to a number of key airlines and are hopeful that we will be able to restore passenger services to the airport in early 2012.”

Dr. John McA: “Sir Peter, what are your relationships with Coventry City Councillors - and are they as excited as you and will they support your enterprises”

Sir Peter: “We have good support from Coventry City Council and other councils now under the Local Enterprise Partnership. We are also working in close co-operation with local residents and other interested parties to ensure that the airfield moves forward in a way that is consistent with the requirements of the region and of the future economic considerations that are important to us all”.

Dr. John McA: “Sir Peter, what are your hopes and aspirations for the future of Coventry Airport”.

Sir Peter: “I hope that through this, General Aviation can survive and prosper. Coventry Airport today remains the home of a number of flying schools, freight operators, maintenance companies and others, including my own Patriot Aviation with its JAR 145 engineering operation, aircraft sales operation and helicopter operations, having relocated there from Cranfield. We at Coventry Airport encourage all forms of aerial activity and believe that general aviation can co-exist with commercial operations, something that has always been the case in the past at this famous airfield which is now celebrating its 70th year of operation.”

Dr. John McA: Sir Peter Rigby, thank you very much indeed and on behalf of all at the Guild of Air Pilots and Air Navigators I thank you for such an exciting and informative interview. We wish you all success in your many enterprises at Coventry Airport and good fortune go with you. ☁️

The Meteor T7, still in its primer paint, possibly the oldest flying jet aircraft in the world.
The 'Dowding System' of integrated air defence will be known at least in outline to most readers. A party of thirty members (in two groups) was introduced to fascinating details of its history and to two of its most important surviving sites during a recent visit, arranged by Warden Sqn Ldr Chris Ford, to the No 11 Group operations room at RAF Uxbridge and to the sector operations room at RAF Northolt.

The party was greeted at Northolt by the immensely energetic and enthusiastic restoration team leader, retired air traffic controller Phillip Dawe. The sector ops room building is now grade 2 listed, after surviving a narrow escape from demolition to make way for a crèche! The team took possession three years ago, and faced the daunting prospect of restoration to an accurate representation of its summer 1940 state from the plastic-windowed office building it had become. The project is very much a work in progress, with many thousands of hours of volunteer time already spent, and an estimated total cost of £100,000 - all to be raised from non-governmental sources including generous grants from the Polish Air Force Association.

The secrecy surrounding the detailed operation of the Dowding System presents restorers with a major problem: there are for example no useful contemporary photographs of operations rooms in action. Sources include the sometimes conflicting memories of the diminishing number of those who worked in them, and the Air Historical Branch has some information including original drawings. Finger-tip examination of walls and floors yielded numerous clues as to what went where. It also produced artefacts, including plotting table markers and, curiously, a plate dated 1940 from a piece of German equipment.

Little original equipment remains, although one board from what is thought to have been the night fighter plotting table was discovered, with parts of the south coast clearly marked. A mutually beneficial relationship has been established with the custodians of the sector operations room in Malta, which has already produced a supply of as-new contemporary lamp shades. The link with Malta is long-standing, since Sir Keith Park's second posting after No 11 Group was to command the air defence of Malta from July 1942.

After an excellent curry lunch in the Officers' Mess at Northolt, those of us who had visited Northolt in the morning made our way to Uxbridge. Perhaps the most evocative moment of the day came at the beginning of the tour there: standing near the bunker entrance we were at the spot where Sir Winston Churchill first uttered those immortal words “never in the field of human conflict was so much owed by so many to so few.”

At Uxbridge the party was met by the custodian, Dan Stirland. He provided a most interesting and extensive briefing on the construction and use of the No 11 Group bunker, which lies sixty feet underground. It was unreachable by any
bomb of the period, although since the Germans remained unaware of its location it was in practice only at risk from misses on other targets. Constructed between February and August 1939, it became operational just ten days before war was declared. Today it has been restored to show the position just after 11.30am on 15 September 1940.

The bunker has many interesting features. The forced draft ventilation system, designed to keep the pressure in the bunker above ambient to exclude gas in the event of a chemical weapon attack, remains in good working order seventy two years after it was installed. Another extraordinary survival is the original chart on the plotting table. The ops room remained in Fighter Command use until 1958, and as campaign (including air command of ‘Overlord’) gave way to campaign, secrecy required that old charts should be destroyed: happily some far-sighted person decided that the Battle of Britain chart was of such importance that it needed to be hidden away for posterity, and it was duly rediscovered in a cupboard in 1975.

Both sites are of great interest. At Uxbridge the restoration work is done, although the powers-that-be are anxious to increase visitor numbers and that will involve some further work. At Northolt, although much has already been achieved, there is a huge amount still to do; it is an exciting project, and a further visit in a year or two should show great progress. The restoration team would welcome relevant period artefacts - for example uniforms and small equipment items - to dress the building once the main construction work has been completed.

A tantalising fragment of an old wall display map, found in a skip

The main plotting table in the 11 Group bunker, as it was on Sep 15th, 1940

Air Vice Marshal Park’s view of the action on Sep 15th

The entrance to the 11 Group bunker at Uxbridge, with a Spitfire gate guardian
It was the end of the day, one of those long hot summer days so rare in the UK but part of life in British Columbia. The “Snowbirds” had just finished their routine and people were beginning to leave the Abbotsford Airshow where we had spent the day as the guests of Cascade Aerospace, the sponsors of “BC Aerospace Showcase”. John Burley, chairman the North American Branch of The Guild, had declared himself well satisfied with the visit to Vancouver by the Master and he looked forward to the next one which will be for the North American Branch AGM in November.

It had been a busy 72 hours since the arrival of the Master and his wife, Jan, on the evening of 10 August, but a small private dinner at the home of John and Liz Burley presented the opportunity to meet the chairman of Conair, Barry Marsden and his wife, Karen. Barry had been installed as a Liveryman of the Guild in 2010 and this year the Master’s North American Trophy has been awarded to his company for their outstanding contribution to aviation in North America.

The next day there was a visit to Harbour Air Seaplanes in order to meet Peter Evans, President of Operations of the company, and over a working lunch in the Flying Beaver Restaurant the group was joined by Assistant Kent Johnson who is to be installed as the next chairman of the North American Branch. Peter Evans has recently been offered the Livery and he is planning to be installed at the Trophies and Awards Dinner in 2012.

The afternoon was occupied with a visit to Abbotsford Airport with first, a brief visit to meet Ms Donna Farquhar who runs the Guild office there (and without whose unstinting support the Branch would find it difficult to operate) before going on to the engineering base of Cascade Aerospace for a meeting with Liveryman Barry Marsden and David Schellenberg, CEO of Cascade. After a brief review of the work carried out by the company, Mr Schellenberg escorted the group through the hangars where an impressive amount of work was being undertaken on a number of different aircraft, in particular C-130 for the RCAF and L-100 for civilian operators.

Friday, 12 August, was the day of the aforementioned BC Aerospace Showcase. There was a formal opening ceremony to which the Guild group were welcomed and at which the Master was invited to join the distinguished guests in making a short speech.

In his speech, the Master gave a brief history of the Guild, the origins of the Livery Companies and the work carried out in the City; he also stressed the unusual nature of the Guild in that there are also active regional groups in Australia, Hong Kong, New Zealand and, more recently, in North America. In particular, he mentioned the recognition by the Guild of high standards of professionalism and achievement of excellence, both civil and military, and the awards the Guild makes to both individuals and organizations each year.

In addition to the award of the Master’s North American Trophy to Barry Marsden and Conair, he also announced the awards of the Sir James Martin Award, the Sir Alan...
Cobham Award and the Grand Master’s Medal to named individuals in Canadian and American aviation.

The rest of the day was spent in the VIP chalet at the airshow where the Master had the opportunity to meet a number of members from the North American Branch. Later in the evening, at a reception held by Les Knight in his home, the Master also had the opportunity to meet Liveryman Ron Price, a founder member of Guild North America and president of Abbotsford International Airshow. The book titled “They Led the Way” a tribute to members of Canada’s Aviation Hall of Fame, was presented to the Master by Mike Mathews, Director of British Columbia Aviation Council. It will be kept in the Guild’s Library in Cobham House.

John Burley must be congratulated on his organisational skills for the visit and for all the very hard work he has done over the years in forming the Branch as well as bringing together and leading so many individuals so successfully. He will be a hard act to follow when he relinquishes the chair in November.

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*Mike Mathews presents the book ‘They Led the Way’ to the Master*

*Touring the hangar at Cascade Aerospace*

*The Snowbirds, a Guild affiliated unit, in action at the Abbotsford Airshow*

*The Master addressing the opening ceremony at BC Aerospace Showcase*
Imagine that you are piloting a Mk 1 Spitfire in the early days of the Second World War. There’s a Messerschmitt Bf 109 on your tail and as you ease into a dive trying to shake it off, the engine dies. Suddenly, there is absolutely nothing that can be done. Such a situation would have been a reality for many but for the searching powers of a female engineer who came up with a solution.

Beatrice Shilling, the female in question, was a formidable character, determined from a young age to forge a career in engineering in an era where ‘ladies’ were expected to be charming, play the piano and make good wives and mothers. Fortunately for Beatrice her mother offered the right sort of encouragement and although it was still tough to succeed in a predominately male world, her achievements were immense and made possible by natural ability, intelligence and sheer cussedness.

Her love of speed led to racing her beloved motorcycles, becoming one of the first women to win a Gold Star at Brooklands (awarded for a lap at over 100mph). She did this on her 500cc Norton, a machine she race-tuned herself to become a front-runner, often beating the chaps at their own game. She even developed her own supercharger for the Norton but it was not a success. Post-war she raced a variety of cars with her husband George Naylor, converting a Lagonda Rapide to a stripped out racer. A new Frogeye Sprite followed and then an Elva, a car that was involved in a big crash at Goodwood when another competitor forced Beatrice off track to sustain many broken bones and retire from competitive motorsport. After a series of fast cars, Beatrice finally bought an E-type coupe in 1970. Husband George owned a Jaguar the year before but was involved in an accident. Beatrice apparently refused to visit George until she had been convinced it wasn’t his fault.

Plane connections
Peter Frewer joined the RAF in June 1953 and after training with aircraft like the Harvard, was awarded his wings in 1954. His first duties were flying the Meteor NF11 (night fighter), moving on...
as the plane advanced into the NF14. Stationed at various airfields around the world he saw action during the Rhodesian war after Ian Smith declared UDI. Peter flew a Javelin 9FR (flight refuelling) to the base at Ndola in Northern Zambia to protect the air space around the Kariba Falls.

When he was 32 he was considered too old for combat duty and moved on to the Comet 4 and VC10. Retiring from the RAF in 1972, he took up civil flying and, passing 50, went into aircraft management. He’d met Ron Dennis of McLaren and after being asked to look at its air operations, Peter was offered a job by Ron to manage this, a post he retired from five years ago.

Peter had always run Jaguars from his first 2.4 in 1961, subsequently replaced by a 3.4 Mk 2 in 1966. On retiring from the RAF in 1972 he bought a new 2.8-litre XJ6. An XK 150S had been purchased from Duncan Hamilton, but was sold when the children’s education became a priority. He later replaced it with an XK 150S OTS. He had one of the first XJ40s and one of the last – there was also an XJ-S convertible bought new in 1989. Then, while passing by Roman’s of Haslemere in 1979, he saw a beautiful Series 2 E-type open two-seater in its showroom and soon became the owner. The E-type was in superb condition, although a respray by RS Panels was prompted due to a number of stone chips. He knew nothing about the first owner, except that the car had been bought from the TT Garage. It wasn’t until a few years later that the significance of the first owner became apparent to Peter and these days, he’s on a mission to find out as much as he can about this intrepid lady.

By now he was an active member of the Jaguar Enthusiasts’ Club and had been involved on the concours scene. One of the first tasks he bestowed on the E-type was a retrim, this was carried out by Suffolk and Turley and meticulous attention to detail followed. The results were impressive and Peter’s Series 2 became a regular winner in the concours arena. In fact it was his dedication that in part landed him the job at McLaren. When asked by Ron Dennis if he was a perfectionist, by way of explanation Peter mentioned how he had won the Benson and
Hedges concours in 1987. “That’s it, you’re hired,” replied Ron. But, for Peter, it wasn’t all spit and polish; he liked to get involved in the tours too and twice visited America as part of a JEC tour. He was a joint organiser on both, shipping a 420 out to enjoy stateside.

Piloting perfection

By the time I get to see and drive the car, it’s almost incidental to the real story. But in fact it proves to be true to whatever accolade you want to mention; cherry on the cake, jewel in the crown, they all work. The car is simply perfect. It’s no longer on show, vying for the latest award; Peter is thoroughly enjoying using his car. I can usually spot the odd thing out of place on most cars but Peter had me beat, his car is fabulous. But it means nothing if it doesn’t drive well.

Piloting (I had to use that term in this context of course) the E-type around the same roads that Beatrice might have driven, it feels purposeful and wonderfully composed. There’s little traffic but Peter assures me it behaves when queuing without the slightest overheating — the improved cooling system on the Series 2 proving beneficial. Out on the road it handles beautifully on standard settings and those three-pot calipers demonstrate how good these brakes are, requiring no further improvements to up performance. The bodyshell is taut, contributing to the excellence of the ride. Performance is on the money with the car launching forward as the load pedal is squeezed and with a swift change through the excellent all-synchro ‘box speed just builds and builds. Third is that perfect overtaking gear and very useful on these roads. Even in modern traffic the E-type is a quick car. Woe betide those who dismiss a Series 2, as it is probably about the most efficient six-cylinder E-type in standard guise. The only concessions over the lithe Series 1 are mildly revised bumpers to meet universal ride height requirements, open headlights moved forward for greater efficiency and interior tumble switches to replace the original toggle-type. To the untrained eye it remains a dazzling beauty. Those who appreciate such things will relish the mechanical upgrades, something that many owners retro-fit to their Series 1 cars.

On my drive home my mind is stirred by every chapter of this thrilling tale. Sometimes a car becomes important just because of its ownership. That it has the RAF connection previously unknown to the current owner is even more remarkable. A fairy tale with a real dose of reality.
Fabulous 4.2-litre engine is totally standard, powerful enough even for Beatrice Shilling

Whilst Beatrice didn’t exactly sit here – it has been retrimmed – she did occupy this cockpit from new. Below: A study in the correct tools for a Series 2 E-type

Peter rests while his E-type attracts the attention of passers by.

There is a fascinating book on the life of Beatrice Shilling by Matthew Freudenberg in which he lays out a well-documented account of ‘A Life of Beatrice Shilling’. Prior to the outbreak of the Second World War, Beatrice managed to secure a position as technical author with the air ministry’s technical publications department. It wasn’t ideal but at least she had a foothold. With the threat of hostilities looming she was granted a transfer to aero-engine work with the main Royal Aircraft Establishment at Farnborough, where her engineering flair could flourish. Promotion followed and on November 1 1939 she became technical officer in charge of carburettor research and development (later promoted again to principal technical officer). War had broken out just two months before. Her husband George would fly Lancasters in 625 squadron, receiving the Distinguished Flying Cross.

A situation existed with the SU AVT/40 series carburettors as fitted to the Rolls-Royce Merlin engines where negative gravity occurs during exceptional flight manoeuvres. The carburettor float chamber would either deny fuel or allow an excess. In either case the weak or rich mixture would cause a misfire or even the engine to cut for several seconds, a critical period if enemy action has been engaged. Pilots had their own ways of dealing with this malfunction, which sometimes involved an upside-down roll before pulling into a dive. Ultimately a correctly designed solution to the carburettor was implemented but in wartime when every second counted, a temporary answer was found, and by Miss Beatrice Shilling at that.

Initially Beatrice came up with a simple cup inserted in the fuel flow on the inlet side of the carburettor. With a sharp edge, fuel could still flow but the restriction was enough to prevent a deluge and the subsequent alteration of mixture. The cup was soon modified into a simple disc with an optional size of orifice for different applications. It wasn’t ideal but it worked and what’s more the conversion would only take a few minutes. Every aircraft was retro-fitted with the device soon to be known as ‘Miss Shilling’s orifice’, which amused Beatrice. Apparently, though, there was a rumour, said to have originated from Rolls-Royce, that the anti-negative ideas came from a girl in the RR drawing office and to some extent, that incorrect belief is still held by some today. What did cheer Beatrice were her department was required to travel to the various airfields, she received permission to use her now de-tuned Norton. Every aircraft was retro-fitted with the device soon to be known as ‘Miss Shilling’s orifice’, which amused Beatrice. Apparently, though, there was a rumour, said to have originated from Rolls-Royce, that the anti-negative ideas came from a girl in the RR drawing office and to some extent, that incorrect belief is still held by some today. What did cheer Beatrice was as her department was required to travel to the various airfields, she received permission to use her now de-tuned Norton. Beatrice achieved considerably more than the ‘orifice’ during her war years and although unconsciously so, was a prime mover in women’s liberation, never accepting that she was incapable of doing anything a man could do. Post-war Beatrice was in the jet age and she continued with her work until retiring at the age of 60 in 1969. A year later she visited the TT Garage in Farnham to buy a Series 2 fixed head E-type, and although no longer racing, she was still attracted by speed. The TT Garage carried out the E-type’s servicing and every MoT bears the TT stamp, until 1982 (then in the next owner’s hands) when Swain and Jones took over. On November 4 1990 Beatrice ‘Tilly’ Shilling OBE, PhD, MSc, CEng, sadly died. George followed six years later. They never had children and were devoted to each other.

Negative Gravity

Tel: 01252 375050 (Farnham Tourist Board)
MEMBERS
Past Master Group Captain Roger Gault (Chairman)
Captain David Martin
Captain 'Mac' McLauchlan
Mr Peter Moxham

BACKGROUND
The Apprenticeship Working Group (AWG) was established at the 10 May 2011 Education and Training Committee (E&TC) meeting to investigate ways of providing improved funding and loan opportunities for young people undergoing professional pilot training and more Government assistance in the form of an approved and funded apprenticeship programme. The AWG were advised to exclude any consideration of a reduction in the VAT rate applied to professional flying training.

PARALLEL WORK
Through his membership of the Livery Company Skills Council, the Chairman AWG had contacted City and Guilds to establish the feasibility of setting up a pilot apprenticeship programme to match the existing apprenticeship programmes set up by other Livery Companies. It was discovered that in a similar initiative, Capt Simon Witts, Chairman of GoSkills Aviation Industry Board, had conducted a meeting to investigate the establishment of a government approved apprenticeship programme for professional pilots.

This initial meeting was held at CAA Gatwick on 5 May 2011 with the aim of creating a practical training and educational integrated framework that could attract grant support and, ideally, funding capable of meeting employer, CAA and EASA requirements, with clear entry points and an exit point as defined by the licensing point of the appropriate regulatory authority. The deliverables of this proposed project would be to deliver a practical training and education framework that:

- Meets a high-level apprenticeship (level 5) structure and/or University criteria capable of being delivered by a range of providers.
- Enables grant support to be available for students/cadets undergoing training.

Providing a set of practical based, realistic, employer-focused, staged, fully evaluated proposals for the accreditation of the training by the regulator.

Has clear and accessible entry points for people wishing to gain access to the programmes.

Enables training providers and employers to work together to achieve recruitment of suitable UK students.

A further ‘Task and Finish Group’ meeting was held at City and Guilds, London, on 6 July 2011 to take the existing 2004 National Occupational Standards (NOS) for pilot training and scope them as a basis around which a qualification programme could be built. The FTWG Chairman attended this meeting to provide inputs from GAPAN. So far, it has not been possible to establish the authorship of the existing 2004 NOS which had been written to cover flight deck crews for both rotary and fixed wing aircraft. However, it was agreed that they would provide a sound basis for development but the title may need to be reviewed and different NOS may be required for fixed wing and rotary pilots.

The main task of this scoping review would be to check the NOS for accuracy, delete out of date information and update the standards with any additional inputs to reflect new technology and working practices. There may also be an opportunity to insert additional soft skills such as leadership and management that may be required by the airlines.

As a result of these two meetings under the direction of City and Guilds it was confirmed that:

- The Civil Aviation Authority (CAA), as the regulator, would support the project but would need to be involved in the approval and assessment of the NOS.
- City and Guilds, as an educational awarding authority, would lead the project and assist in the design and development of the apprenticeship programme.
- People First (the new title for GoSkills) as the Sector Skills Council for Hospitality, Leisure, Transport and Tourism (previously ‘Passenger Transport’), agreed to lead in the development of the NOS.
- The National Apprenticeship Service (NAS), the agency responsible for the provision of government funding, saw no reason why funding (to some extent but not the full £100,000) could not be provided.
- The airline representatives, the ultimate employers, agreed wholeheartedly to support the programme.

WAY AHEAD
WG members agreed to:

- Review the existing NOS and make proposals for amendments to the NOS based on the requirements for a fixed wing co-pilot.
- Set up an early meeting with Ray Elgy, Head of Flight Crew Licencing, to understand the CAA perspective on the project.
- Set up a subsequent meeting with Capt Simon Witts to see how best to coordinate the Guild contribution to the project.
- Arrange through TD for Capt Simon Witts to be invited to brief the E&TC on the project.
- Press for a suitable selection process to be included in the apprenticeship programme.
- Ensure that the project links in with EASA competency requirements which will come into force from April 2012.

It was noted that this project provides an excellent opportunity for the GAPAN to support a new pilot apprenticeship programme which fits very closely with GAPAN’s Livery Company status and traditions.
TASC Court Report for July 2011
LIVERYMAN CAPTAIN DAVID HARRISON

The regional director of ESCO-Zodiac, David Heald and their UK representative Ian Barnicoat, spoke to a interested TASC attendance about their company product EMASMAX (Engineered Material Arrestor System), which is a frangible concrete for Runway Overrun Protection. As part of the worldwide accident and incident statistics, runway excursions are a very significant issue and, although speeds are in most cases relatively low, the accidents account for more than half of the total commercial aviation fatalities annually. FAA and ICAO Runway End Safety Areas (RESA) requirements are very similar and are designed to provide space for braking from 70 Kt in good weather with good surface conditions and good aircraft braking. Although 70Kts is typically a high overrun speed, the weather is not typically good when such events occur and the aircraft is often technically defective. The EMASMAX installation replaces the RESA as a bed of cellular cement blocks encased in an environmental cover placed at the end of a runway to decelerate an overrunning aircraft. It is a passive system tailored to the predominant traffic use that will reliably and predictably crush under the weight of an aircraft, providing gentle, consistent deceleration such that all aircraft so far arrested have subsequently been flown out of the airfield without major maintenance. Arrestor bed repairs comprise a relatively quick process replacing damaged blocks.

As identifying subjects and securing speakers for the two annual technical lectures has recently proved challenging, the opportunity is taken here to extend the Chairman’s invitation to all readers of this Court report to make suggestions of speakers or subjects for the future lecture programme.

Concerns discussed earlier this year over the protection and backup of Satellite Navigation Systems have been presented to the CAA and a two-way dialogue established which it is hoped will produce a structured technical assessment of the issues to establish a solution ahead of the operational need. Both the UKFSC and BALPA have supported the Guild initiative to represent as wide a spectrum of technical opinion as possible. There is universal agreement that the status quo will be inadequate when the full benefits of GNSS begin to be utilised.

Additionally we await an imminent report by a working group in the USA evaluating the first system of wireless broadband by satellite to blend satellite-based mobile communication with terrestrial base stations sharing satellite frequencies. Crucial in this report will be whether a development in the spectrum adjacent to those reserved for GNSS broadcasts will cause any harmful interference to GPS receivers.

The Committee agreed that the Position Paper under development on UAVs, RPV, RPAS - (Remotely Piloted Vehicles or Air Systems or Aircraft) will be a significant challenge to existing industry beliefs. It is essential that the final text achieves full Committee agreement and therefore it was recommended that a delay in presentation be accepted. The Committee acknowledged and thanked Captain Norton for the enormous amount of hard work that he has put into this project. The FMS Decimal (Micro) Offsets procedure now goes forward to the Navigation Commission at ICAO. The concept builds on an existing procedure, is safety related, is technically judged as safe and doesn’t require any action other than acceptance, so with no objections being voiced is set towards implementation. The timescale is still a matter of judgement.

A number of other developments making significant progress in the next few months including transition altitude changes, the CAA State Safety Plan, the proposed changes to winter operations management and the threat posed by Lasers will ensure a full agenda in September.
AIRCRAFT RECOGNITION QUIZ

Can you identify these aircraft?

The photos were taken around Malta during a diving expedition by Georgina Hamilton this summer. Answers by e-mail to the Editor at teeleseditor@hotmail.co.uk.

Solutions and names of those who gave correct answers will be published in the December issue of Guild News.