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March 2012

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GUILD VISITS PROGRAMME

17 January  Magic Circle, an evening of Magic

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 Army Air Corps sweeps the board at the Trophy and Awards Banquet. The proud winners of the Grand Master’s Commendation, the Master’s Commendation and the Johnston Memorial Trophy with the Master in front of an Apache AH1 helicopter. A press call was held at Wattisham Airfield on 26 Oct which received wide media cover in local and national TV, radio and press. Not present is Major Amlot, AAC, who won the Sir Barnes Wallis Medal. Photo courtesy Gareth Palmer, Information Officer, 16 Air Assault Brigade and Colchester Garrison.
In this edition of Guild News

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GUILD LUNCHEON CLUB. The Guild Luncheon Club convened again on 21st September in the RAF Club, with an excellent turn-out of Guild members and their guests. After the meal they were entertained by Group Captain ‘Sammy’ Sampson, Officer Commanding RAF Coningsby and the first Force Commander for Op ELAMY, the RAF’s contribution to Coalition air operations over Libya. Group Captain Sampson asked for Chatham House rules to be instigated, then gave a really fascinating insight to the activities of the combined force of Typhoons and Tornados over Libya, the aircraft operating from Gioia del Colle in southern Italy. He also showed some extraordinary video clips from the scene of action. Whilst greater detail cannot be revealed under Chatham House rules, the diners were highly impressed by what they were told. It was an excellent presentation which contrasted well with the one given by Squadron Leader Tony Iveson later that evening at the Tymms Memorial Lecture on ‘Tallboys and Tirpitz’ - see report in this issue.

LAST OF THE FLIGHTCADETS RETIRES. The Flight Cadet system of officer training at the RAF College Cranwell was established by Lord Trenchard on 5th February 1920, shortly after the founding of the RAF. It provided the core of career officers for the Service until the outbreak of World War 2, when it was suspended until the cessation of hostilities. Re-established in 1946, it continued until the early 1970s, when changing attitudes to RAF officer training resulted in its termination in favour of a shorter and (some would say) less rigorous system. Many famous RAF personalities were Flight Cadets and many reached high rank. On 30th September 2011 the last Flight Cadet in full-time RAF service retired, marking the end of an era. Warden Squadron Leader Chris Ford finally signed off his log book and left the RAF, after a distinguished career in the Air Transport Force and on secondment to the Sultan of Oman’s Air Force, completing 18,567 flying hours and 41 years and 2 days service. The occasion was marked by a formal Dinner for his many friends in the magnificent surroundings of the Cutlers’ Hall.

NORTH AMERICA REGION AFFILIATION. On 15th September the Court endorsed the decision of the North America Region to grant affiliated status to Harbour Air, the float plane operator based in Vancouver, Canada. For more detail on Harbour Air, see Guild News of October 2011, report on the Master’s visit to Vancouver.

INTER-LIVERY SKIING. Liveryman and last season’s Ladies Champion Caroline Gough-Cooper has agreed to coordinate the Guild entry. In order for entrants to get their ‘ski legs’ and hopefully practice on a course just before the races, it is suggested that those participating meet up a couple of days beforehand. Dependant on numbers appropriate accommodation can be arranged in Morzine and practice coordinated with ESF. Spouses, partners and ‘accompanied children’ are welcome to come along and can enter the races or just support those taking part.

Interested skiers and supporters should contact Caroline Gough-Cooper at cashh.brown@ntlworld.com. Places are already reserved for Guild entrants; however we need to know who is coming within about a month’s time. Please visit www.liveryskiting.com for the full details.

GUILD YOUNG MEMBERS NEWS

Annual Gym Fly-In: Once again the GYM joined forces with the Pooleys team for the Annual GYM Fly-In at Compton Abbas Airfield. The event was rescheduled from earlier in May due to bad weather and was moved to 25 September 2011.

Unfortunately the weather again hampered the efforts of some aircraft during the morning which had to turn back due to the poor visibility. Nevertheless the weather was stunning by the afternoon and a total of 47 aircraft attended during the day. Visiting pilots received free aviation goodies courtesy of Pooleys Flight Equipment and the award of Concours d’Elegance was presented to Richard Piper who flew into Compton in his beautiful Ryan aircraft.

GYM Attends T & A: Six GYM members were awarded GYM-funded tickets to the Trophies and Awards Banquet at the Guildhall on 27th October. The Trophies and Awards Banquet was as always a very memorable event, with many amazing people being awarded for their skill, bravery and sacrifice. All the Young
Members who attended described it as a great night. In fact it was such a good night for one of the members that he missed his last train home and enjoyed a sightseeing tour of London on the Night Bus!

**CTC TO PROVIDE FUTURE STRATEGIC TANKER AIRCRAFT TRAINING EXPERTISE.** CTC Aviation Group plc (CTC) – world leader in the airline pilot training arena – will provide support to the UK’s Future Strategic Tanker Aircraft (FSTA) programme during the forthcoming FSTA fleet’s introduction to the Royal Air Force at RAF Brize Norton. The FSTA programme, delivered by AirTanker, will provide the Royal Air Force with a safe, efficient and reliable air-to-air refuelling and air transport service using a fleet of 14 specifically converted aircraft based on the A330-200 commercial airliner.

Under contract to Thales UK – a shareholder in and sub-contractor to AirTanker - CTC instructors will deliver Type Rating Training Organisation (TRTO) Approval to be based at RAF Brize Norton. This process will require CTC to work with multiple stakeholders including Thales UK, AirTanker, the MoD and the CAA.

Marion Broughton, VP for Avionics, Training and Simulation, Thales UK, said: “The FSTA programme takes collaboration between the Ministry of Defence and industry to a new level. We are enhancing our training solution to AirTanker by using CTC’s expertise in the civil aviation domain and integrating this with Thales’ experience in operating and delivering training to the RAF.”

CTC’s Operations Director, Captain Martin Hunt said “We have been working with Thales UK for some time and we are very pleased to have been selected for part of this significant programme. CTC is well known for its innovative approach in the civil airline community and we look forward to developing equivalent solutions with Thales UK over the coming years.” The entire training programme will be delivered at RAF Brize Norton in the UK and the first aircraft is due to be delivered towards the end of 2011.

CTC provides a full portfolio of regulator approved airline training and selection support services. For further information, please visit ctcaviation.com.

**THE GUILD’S 2011 AIR DISPLAY SYMPOSIUM.** Following the success of last year’s Air Display Symposium, Master Elect Air Marshal Cliff Spink hosted an Air Display Symposium at the Imperial War Museum, Duxford, on 9 November. Immediate Past Master Dr Michael Fopp opened the proceedings and welcomed all present. The principle theme of the Symposium was air display safety. After introducing the two principle speakers, the Master Elect handed over to Squadron Leader Ian Smith, Officer Commanding Battle of Britain Memorial Flight, a Guild affiliated unit. ‘Smithie’ gave a fascinating presentation on the work of the BBMF, which included his views on why pilots wanted to become involved with display flying, the qualities and personality required of a good display pilot, selection and training of display pilots, maintaining currency, how to cope with the pressures of the display and many other aspects. His view was inevitably the view from the military standpoint, which he acknowledged to be more regimented than that of the civilian display environment. After lunch, the view from the civilian aspect was ably put by Andy Offer, who, after a distinguished RAF flying career in which he displayed the Jet Provost, the Harrier, and flew with and led the Red Arrows, now manages The Blades aerobatic team, based at Sywell, flying Extra 300s. Both presentations generated many questions from the audience. Finally, the Master Elect reviewed all the air display accidents that occurred worldwide in 2011, rather too many for comfort. All those attending agreed it had been a most useful day and that the event should become a regular fixture in the calendar. The Guild is grateful to the Imperial War Museum, Duxford, for allowing the Symposium to take place in the iconic Airspace Hall’s conference facilities.

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**Gazette**

**APPROVED BY THE COURT ON 171th NOVEMBER 2011**

- Thomas Alexander BALDOCK (GYM)
- Matthew John CASH (GYM)
- Colette CARROLL (GYM)
- Benjamin CHAMBERLAIN (NZ)
- Antony ELLAMS (GYM)
- Thomas Robert Jack FARRANT (GYM)
- Matthew Edward Lewis GILES (GYM)
- James Ian HAMMETT (GYM)
- Tom KEABLE (GYM)
- Bobby James KENNEDY (GYM)
- Lewis LANG (GYM)
- Sally Anne LONGSTAFF (GYM)
- Richard David PAINTER (GYM)
- Susan Jane TUDDENHAM (GYM)
- Jonathan Guy SHOOTER (GYM)
- Samuel Joseph WOODWARD (GYM)

**To Freeman**

- Katherine Joyce

**DECEASED**

- Martin Stewart ACKNER
- Andrew Mark GRANGER

**RESIGNATIONS**

- Stephen Peter AVRES
- Richard Adrian BICKFORD
- Christopher Dennis BROWN
- Christopher Charles Nicholas BURWELL
- David Paul CHOWN
- Andrew Tristan Michael COOK
- Trevor Albert DAWSON
- Jean Marie Jacques Louise Rene DESJARDINS
- Karen Beverley EADIE
- Clive Graham ELESMORE
- James HEPNAR
- Clive Richard HUGHES
- John Peter Spencer FINES
- Anthony John HARRISON
- Adam Boyd MUNRO
- Robert Andrew PERRETT
- Andrew Alastair Charles ROSS
- John Gordon TEMPLE
- Glenn Lester TORPY
- Francis Henry WHEELER

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**ADMISSIONS**

**As Upper Freeman**

- Captain Theodore Paul ALGIIRE (HK)
- Captain Simon James ATKINS
- Nigel Raymond BEST
- Captain David Brian CASEY (NA)
- Captain William Lindsay FRY (AUS)
- Captain Kim Richard GOSLING (HK)
- Captain Andrew Ian HARRIS
- Flight Lieutenant Marc HEAL
- Timothy William HIETT
- Captain Lachlan Stuart LAWFORD (HK)
- Robert Edmund LEROUX (NA)
- Captain Alex Fiona MACLAREN
- Captain Heather Jean McCANN
- Captain Andrew Stewart McCONNELL
- William MILLER (AUS)
- Air Vice-Marshal Ian Craig MORRISON
- Mark Damian MOSLEY
- Caroline Jane SMITH
- Captain Luk Antoon VERHOEFT (HK)
- Captain Mark Wilson (HK)

**As Freeman**

- Aidan BRISTOW
- Air Commodore Gordon James BRUCE
- Mandy Elizabeth SHEPHERD

**As Associate**

- Cameron Peter ALEXANDER (GYM)

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**REINSTATEMENT**

**As Upper Freeman**

- John Patrick McCwwyn

**ACKNOWLEDGED BY THE COURT 17 November 2011**

**To Livery**

- Colonel Michael Mark KURTH (NA)
- Captain Gilbert Colin SCOTT-MALDEN

**To Upper Freeman**

- Captain Andrew Rodney James HUNT (OS)
Most aviation books we read impart knowledge to us either technical or philosophical even when they are books that are written for our enjoyment as well as our enlightenment. This is how it should be, and I believe we never fail to learn something extra from books that we read whether they be the Aircrew Manuals, the Flight Manuals, the SOP’s, the Checklists, AIM’s or aviation books written for our education and better understanding. Good aviation stories and books about leadership, command, and responsibility all help us to become better pilots and better aircraft commanders.

For those of you who may have read the 1952 Pulitzer Prize winning book by Herman Wouk - “The Caine Mutiny”, or perhaps seen the film starring Humphrey Bogart as Captain Queeg and José Ferrer as Lt Barney Greenwald, you may recall it recounted the story of the USS Caine and the subsequent court martial of two officers. But that, as they say, “is another story”. The story is told through the eyes of Ensign Willie Keith fresh out of officer training school joining his first ship in Pearl Harbour. Captain Queeg was a graduate of the US Naval Academy at Annapolis and a strong disciplinarian.

What really sticks in my memory is how Captain Queeg demands of the lackadaisical Willie Keith when he takes up his appointment that he should know “his” ship in every detail from stem to stern. Queeg ordered Keith to spend his first week on board studying the ship, and to report back to the Captain with a detailed briefing, including drawings and diagrams of every deck, every system, every weapon, every safety device, in fact every part that he could find.

Queeg knew it was vitally important that Lt Keith and all his officers on deck should know their ship intimately and Captain Queeg ensured they did.

Willie Keith was very much like a new co-pilot joining his first airline company, and about to fly for the first time on the line in his first commercial aircraft type following basic and advanced pilot training.

Now I have never been the best student in ground school, and it seems to take me longer than most to really get to know the details of the aeroplane I am flying, but I have always maintained an enquiring mind and enjoyed delving into the technical depths of whatever aeroplane I fly. I don’t pretend that I know it all (and I would guess neither did Willie Keith at the end of his first week on the USS Caine), but I like to think I could draw schematic diagrams of my aircraft systems, and that I do understand the power plant, the APU, the environmental systems, the flight controls, the electrical and avionics systems and so on.

The crew of QF032 certainly knew their Airbus A380 very well indeed, and their Captain Richard de Crespigny had spent many hours and days enjoyably extending his knowledge beyond just that provided on the ground school and flying type-conversion courses he attended at Toulouse. He had an enquiring mind that took him beyond the pilot’s manuals and check-lists. He expanded his knowledge of the aircraft computerised systems to a level that enabled him to understand what the A380 Airbus was capable of even when it lost massive areas of its control systems. This issue reports on the Trophies and Awards evening at the Guildhall on 27th October and the highly worthy receipt of the Hugh Gordon-Burge Memorial Award by the Crew of QF032.

You will be familiar with the story of how they were flying Airbus A380 VH-QQA when the IP turbine hub broke up and “cluster bombeded” the wing and underside of the fuselage of their aircraft in critical areas.

In conversations I had with Richard de Crespigny in London at the time he received the award with his crew, and later when we met in Sydney during my tour of the regions, I was deeply impressed by his aviation philosophy. We talked about how in training for pilots today it was probable that they were only doing the minimum necessary to complete the course whether it be initial, advanced, or type training. We shared a concern that some captains and a great many co-pilots probably do not know their aeroplane as well as they should, and more concerning still was that there were pilots out there who were less than interested in extending their knowledge beyond the minimum required. Richard is in the process of writing a book about his aviation philosophy related to his experiences with his flight deck team in saving QF032. It should make interesting reading and I certainly look forward to getting a copy when it is published in 2 years from now.

There was a time, probably some 40 or more years ago when the Pilot’s Bible was considered to be Ernest K Gann’s “Fate is the Hunter”. For pilots lacking flying experience “Fate is the Hunter” provided tales containing a wealth of experience from flights through foul weather on stormy nights, to taking off grossly overweight and nearly wiping out the Taj Mahal, and undergoing line training with captains who held lighted matches under Co-Pilot Gann’s eyes during a night instrument approach. First Officer Crespigny thought his captain had lost his senses until as was explained after the successful landing and de-brief, that if the aircraft was ever to catch fire, the pilot flying would be expected to cope and land safely regardless. As his skipper says in the book - “In this game, we play for keeps!”

For those who have not read “Fate is the Hunter” I commend it to you, if for no other reason than it’s a cracking good read for any pilot. I’m not suggesting that lighted matches should be used in the simulator or on the flight deck during training, or indeed at any time, but I think you get the drift. I have not as yet spotted an equivalent book today to replace “Fate is the Hunter” but maybe there is one out there on the bookstands. If not perhaps there should be, to give youth a modern version of the experiences in aviation that Ernest K Gann conveyed to his readers.

Then again perhaps these experiences are timeless and applicable to all flying - even in this era.

There has been much comment and a great deal of discussion about younger pilots today, particularly those training through an entirely civilian route, perhaps not possessing sufficient experience when they reach command as we did when we were moved to the left-hand seat. Helicopter pilots may have a different experience path before taking command of a commercial helicopter, but I would imagine that flying in the oil industry serving offshore rigs must build experience rapidly. Also in general aviation flying such as crop-spraying, pipe-line survey work, ferry flights, sport and aerobatic flying, pilots are building on their experience very rapidly. But what of the airline pilot who flies long hours on each trip, but with less and less handling experience and in a highly automated aeroplane where because of the built in safety factors, things rarely go wrong? How will that pilot build experience quickly in a flying career such that when something does go wrong, the knowledge and skills will be there to deal with the problems successfully? The short-haul pilots and low-cost airline pilots will have a different story again since they are flying short sectors with multiple landings and high levels of activity in the cockpit that provide a great deal of experience very quickly.
I am really writing about stuff all of you know already and as your Master I’m not offering any real solutions. The Technical and Safety Committee and the Education and Training Committee have been grappling with these problems for quite a while now, and are as yet not able to provide the best solutions on how to provide the degree of training required to prepare the less experienced pilot for the big world of aviation out there. Richard de Crespigny offers something of an answer in that all pilots should have throughout their flying careers an enquiring approach to everything in aviation, and they should maintain a thirst for knowledge that can be sated through reading and study. I commend to you all to read all about QF032 and the experience of Captain de Crespigny and his crew on that flight which averted disaster. I have learned a great deal from their experiences, and although most of us may not be lucky enough to fly the A380, there is a lot to learn about flying from that story. As we all say, we never stop learning, especially from other pilots and what we read.

As your Master I have also had the opportunity of talking with the pilots and navigators who received MAP and MAN Certificates in London and in our Regions during the past month, and in the discussions I had with some of them and the Award Winners this year, they would all say nonchalantly that they had managed to survive or they were just doing their job. But there is more to it than that. They built on their talent by studying and reading, listening and learning, as much as they could about flying and how their aeroplane works. The books and journals they read helped to build up their level of experience. This was more so than just completing the required exercises in the simulator, or the required number of take-offs and landings in a 90 day period. This was more than carrying out recurrency training or base checks in the simulator just to get the “ticks on the board”. The Award Winners and the Master Air Pilots and Air Navigators are recognised by this Guild because they have extended themselves beyond the base line of knowledge and experience, and through diligent study, and exercising their enquiring minds have become highly experienced professionals in their aeroplane whether flying for military, civil or private flying purposes. They are truly giants amongst their peers in aviation, and well deserve the accolades this Guild can bestow upon them.

What I write about in this message is of course not new to any of you reading this journal, because you are probably members of the Guild and certainly the type of aviator who is keen to read about aviation and add to your experience. Within the Guild I am sure that members of the Young Members Group will relate to what I have mentioned in that they too will offer an enquiring outlook to their flying and read whatever they can to enhance their knowledge and increase their experience. I am in no doubt that our younger pilots do not join the GYM just to have access to a great networking association through which they might get that first flying job. They join because they know they can access a lot of highly experienced aviators and gain knowledge from them to add to their own experience.

If training is not able to provide the knowledge and experience today that is needed to deal with a QF032 type of crisis in the air, then we pilots and air navigators must continue to build on our knowledge by reading what we can about that which we do not know. The internet may provide much, but books will provide us with so much more and a darn good read about other aviators and their experiences certainly adds to our own.

I shall just conclude this message by telling you that I am beyond the half-way point in this current session as your Master and have completed the Tour of the Regions already, and I shall be reporting separately on the Tour in the next issue of Guild News. Suffice to comment at this stage that the itinerary for the Tour was action packed and I saw a great deal and did a great many interesting things in North America, New Zealand, Australia and Hong Kong which have added to my overall aviation experience. There is no doubt that the Tour of the Regions for any Master and his Lady is the highlight of a Master’s Year and this recent one has proven to be just that. Christmas and the year end is just around the corner now, and I have to tell you how delighted I am to see the new issue Guild Christmas Card on sale to members. Any profits from the sale of these cards will go into the Guild Benevolent Fund, and whilst it may not be a huge donation, as they say at a certain well known supermarket - “Every Little Helps”.

I wish you all a very Merry Christmas and hope that in your Christmas stocking you find a good aviation book to read during the dark evenings of winter.

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**Clerk’s Column**

**PAUL TACON Learned Clerk**

**ASSISTANT ELECTIONS**

This edition of Guild News contains the List of Candidates and Ballot Forms for the elections to Court Assistant. This is an important aspect of the governance of the Guild. The Assistants are there to represent the membership and to provide the ‘eligible body’ of individuals from which a number will eventually be chosen to progress to Warden, and on to become Master of the Guild.

In order for those elected to reflect truly the choice of the majority of the Guild, it is important that as many Liverymen and Freemen as possible vote in these elections and I therefore urge you all to do so. Please note that Associates are not eligible to vote and should not have received a Ballot Form.

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**THE GUILD NEEDS YOUR HELP**

One of the most direct and immediate ways in which the Guild can, and does, help individuals in (or into) aviation is through the award of scholarships and bursaries*. As well as the immense benefit that the annual scholarships programme brings to those who are successful in gaining a scholarship, it also promotes greater awareness to a broad ‘audience’ about the Guild and what it stands for, as well as providing some additional business to all the FTOs where the training is conducted.

This year we had five PPL scholarships, four FI(R) scholarships, and two Gliding scholarships (offered and sponsored by the GYM). Three of these - Cadogan (PPL), Grayburn (PPL) and Swire (FI(R)) - were externally sponsored, with the remaining eight being directly funded by the Guild or one of its Trusts. Additionally, there were the ‘Weetabix’ FI(R)(H) scholarship and the ‘J N Somers’ full ATP L scholarship, however, next year these will not be on offer, which leaves a large ‘gap’ in the programme that we would very much like to fill.

Because of the current adverse economic conditions, the investment income upon which the Guild and its Trusts are so reliant is likely to be lower next year than in previous years. Consequently, it is highly unlikely that the Guild will be able to fund the usual number of scholarships from its own resources. We therefore need YOU to help in any way you can to identify other sources of potential scholarship funding - whether private or corporate. It is appreciated that everybody is experiencing the same economic conditions, but some may still be in a position to support this valuable work of the Guild by charitable giving.

* The Guild refers to the full-funding of licence training or a rating as a ‘Scholarship’ and the partial-funding, or grant towards the costs for a rating, as a ‘Bursary’.

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On Thursday 27th October the 2011 Trophies and Awards Banquet, preceded by a Court Meeting, recognised another year of outstanding achievements by both individuals and organisations in civil and military aviation. The Court Meeting, held in the Guildhall crypt, saw the clothing of four new Liverymen, Air Marshal Sir Rob Wright, M O’Donoghue, Captain M G Alder and Doctor L A Runnals. The Master also presented Master Air Pilot certificates to Lieutenant Colonel J A Routt, Squadron Leader P K Batson, Captain M Channing, Captain P J Frewer Captain N R Tuffs, and Captain B Hutton, and a Master Air Navigator Certificate to Wing Commander G P Collins.

After the Court Meeting Guild members and their guests enjoyed a Champagne Reception in the Old Library. The traditional Guard of Honour was provided by the Pikemen and Muskeeters of the Honourable Artillery Company. The Guest of Honour at the Banquet was Major General David C Scott, Director Operations and Strategic Deterrence HQ USAF Europe. Other senior guests included Lady Cobham, Master Coachmaker Mrs S Brownson OBE, Master Engineer Mr J Banyard, Master Cutler Mr C Fisher, Rear Admiral T Cunningham, COS Aviation and Carriers and Rear Admiral Fleet Air Arm, Air Vice Marshal I Morrison, COS Capability HQ Air Command, Brigadier J Illingworth OBE, Director Army Aviation, Colonel F G Budd, AAC, Group Captain S Blake, Commandant RAF Central Flying School, Colonel P Keddy, Canadian Air Advisor, Wing Commander P Miller, Australian Air Advisor and Squadron Leader L Stewart, New Zealand Air Advisor.

The Banquet was served in the magnificent medieval Great Hall; the Beadle, Mr E Prior, led in the Master’s
Music during the meal was provided by the Brass Quintet of the Band of the Honourable Artillery Company who played a number of spirited pieces, including an excellent rendition of the Post Horn Gallop that was greeted with acclaim by the diners. The Banquet concluded with a Sung Grace, the ceremony of the Loving Cup and Toasts to the Queen, the Royal Family and the Lord Mayor and The City of London Corporation. The Trophies and Awards were presented by Major General Scott; the recipient’s citations can be found on the Guild’s website, www.gapan.org, and a selection of photographs and abbreviated citations of the recipients can be found at the end of this article. After the presentation of the Trophies and Awards the Master addressed the diners and proposed the Toast to the ‘Award Winners and Guests’. Major General Scott replied, proposing the Toast ‘The Guild of Air Pilots and Air Navigators of London, may it flourish root and branch forever.’ Both speeches were greeted with acclaim by all present.
The Master then invited all to join him in a stirrup cup in the Old Library, after which Guild members and guests made their way home, those staying at the RAF Club travelling by buses got them to their destination before the Cowdray Room bar closed.

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

9. A Stirrup Cup was served after the Banquet in the Old Library.

10. Colonel Neal Moss, AAC, shares his delight at the award of the Johnston Memorial Trophy with the Editor of Guild News.

11. The Guild Young Members who attended the Banquet with Warden Dorothy Pooley.
The following are the abbreviated citations that were read at the Trophies and Awards Ceremony. Full citations can be found on the Guild website.

**THE GUILD AWARD OF HONOUR**

After a four year apprenticeship with de Havilland Technical School, Duncan Simpson joined the RAF, flying the Meteor on 222 Sqn before a posting to the Day Fighter Development Squadron on Sabres, Swifts, Venoms and Hunters. In 1954, he joined Hawker, test flying and developing the Hunter. He was then the third pilot to fly the P1127 and, when it became the Kestrel, conducted extensive experimental flying on this new aircraft to develop it into the Harrier. In 1970, Duncan became Hawker's Chief Test Pilot and, in addition to the considerable ongoing development of the Harrier, he saw the Hawk through from the drawing board to conducting the first flight in 1974 and delivery in 1976 of the first Hawk to the RAF, where it has been in use, as a trainer and by the Red Arrows ever since. In 1978 he became Deputy Director of the SBAC and, 15 years later, in retirement, he remained extensively involved in aviation, giving lectures, displaying vintage aircraft such as the Hurricane and making a significant contribution to the Guild, where he was Master in 2002-2003. In addition to his many other aviation awards, for his long record as a particularly accomplished pilot, his outstanding contribution to experimental test flying, his intimate involvement in bringing three iconic British aircraft - the Hunter, Harrier and Hawk - into service and his exemplary commitment to British aviation, Duncan Simpson is awarded the Guild Award of Honour.

**THE DERRY AND RICHARDS MEMORIAL MEDAL**

After graduating from Bristol University with a degree in electrical engineering, Ed Strongman joined the RAF in 1974, becoming a test pilot before joining the UK Civil Aviation Authority in 1986 as a certification test pilot. In 1995, he moved to Airbus in Toulouse, and as Airbus Chief Test Pilot for military aircraft and project pilot for the A400M since its inception, he has been the driving force behind all operational aspects of this aircraft, and particularly the handling qualities and the development of the cockpit, culminating in the successful first flight of the A400M in December 2009 with Ed at the controls. Throughout a long career in aviation, with over 30 years spent in flight test, Ed has made major contributions to many aircraft programmes, both civil and military, and the fact that the A400M is now a reality is testament to both his commitment and vision. Ed Strongman is accordingly awarded the Derry and Richards Memorial Medal.

**SIR ALAN COBHAM MEMORIAL AWARD**

While pursuing his rigorous academic studies at the Royal Military College of Canada, Capt David Parker also fulfilled numerous demanding leadership roles as well as being selected as the Top 'Air Element' Graduate of his class. Capt Parker maintained this high personal standard of achievement throughout both his flying and academic training, however, what made Capt Parker really stand out among his peers throughout this period, was his totally unselfish nature, perhaps best demonstrated through his routine organisation of group study sessions, which sacrificed much of his personal time, but greatly assisted his colleagues who were experiencing significant difficulty with their own training. Capt Parker is a natural leader who has consistently demonstrated an ability to excel in all aspects of his duties and has an unwavering commitment to excellence and teamwork, consistently demonstrating the highest levels of skill and leadership throughout his officer and flying training. Capt Parker's performance, unselfish nature, sense of duty, pleasant demeanour, sound judgement and commitment to others, is recognised by the award of the Sir Alan Cobham Memorial Award.

**THE JOHN LANDYMORE TROPHY**

This award is for the best Guild PPL scholarship recipient for the year. As a result of his personal qualities and professional, competent approach to flying demonstrated during his training for a PPL, Tom Keable, who won the Guild's Sir Sefton Brancker Scholarship and completed his PPL training with Tayside Aviation, is awarded the John Landymore Trophy for 2011.

**THE GUILD AWARD FOR AVIATION JOURNALISM**

The news at the end of last year that the UK Harrier Force was to be withdrawn from service gave rise to considerable media coverage. The internet based aviation magazine 'Global Aviation Resource' carried an outstanding series of in-depth and extremely well-researched and illustrated articles, over a period of several weeks, of the complete UK jet VSTOL history. The less well known service of the Harrier with overseas air arms was also very well covered at a time...
when it would have been all too easy to ignore an important aspect of the aircraft’s history, development and usage. Harrier programme insiders commended the accurate and sound reporting on the history and development of this iconic aircraft, in the true interests of public awareness of this aspect of British aviation and, accordingly, for its articles on the Harrier aircraft, ‘Global Aviation Resource’ is awarded the Guild Award for Aviation Journalism.

THE GRAND MASTER’S MEDAL
Isabelle de Montet Guerin won a RAF flying scholarship before applying for a BA Sponsored Flying Training Programme, from which she graduated some three months short of her 20th birthday. At the age of only 23, she became BA’s youngest Type Rating Instructor/Examiner on the 757/767. Always having wanted to be a Test Pilot, she was then accepted as the first ever ETPS self-sponsored student on the Fixed Wing Flight Test Diploma Course, testimony to her genuine academic ability, impressive piloting skills, a formidable capacity for hard work, and an innate aptitude for the world of Flight Test and Training. Following ETPS, and wishing to utilise and expand her skills in a broader environment, she was offered a Direct Entry Training Command at Cobham plc. She is an exceptional individual and, in the words of the ETPS Chief Instructor, ‘she is an absolute inspiration to those who seek to demonstrate the highest standards in aviation, especially within the flight testing environment’. Isabelle de Montet Guerin is a very deserving recipient of the Grand Master’s Medal.

THE GRAND MASTER’S MEDAL
Captain Robert Schoeneberg USAF is not yet 30 years of age and is dual qualified as an Instructor on the T-38 Talon as well as the B-2 Spirit Bomber. Maintaining full qualification as an instructor pilot on both jets, he is recognised perennially as the best of the best. Capt Schoeneberg is the only pilot in the world, currently under the age of 30, who simultaneously maintains instructor ratings on both these aircraft, one a trainer, the other a strategic long-range bomber. This, combined with his record of outstanding performance, and recognition as a talented instructor, put him in a class of his own. He was unable to be present at the Trophies and Awards Banquet because of a prior family commitment, but was represented by his commanding officer, Lt Col Alan Sanders, to accept the award on his behalf of the Grand Master’s Medal.

THE GUILD SWORD OF HONOUR
David Hamilton learnt to fly at Elstree in the early 1960s before eventually becoming involved in aerobatics and precision flying at world championship level, managing the British Aerobatic Team, and as a member of the FAI sub-committee for Precision Flying where he helped rewrite the rules. David also took over as coordinator of the Dawn to Dusk competition in 1968, a role he has fulfilled ever since, ably assisted by his wife, Georgina, steering this international competition to a point where it is not just a matter of flying for at least eight hours between dawn and dusk but where a chosen theme has to be researched, flown with considerable accuracy and a log produced to the very highest standard. He was President of the Jury for the first Round the World Air Race in 1992 and is also kept very busy as President of the FAI Rotorcraft Commission. For close on 50 years, David Hamilton has busied himself to the benefit of many others without recognition or publicity. The success of the Dawn to Dusk competition is a fine example of this. For his outstanding contribution to General Aviation over a prolonged period, David Hamilton is awarded the Guild Sword of Honour.

THE MASTER’S COMMENDATION
As part of the Apache Helicopter Force 656 Sqn AAC has pioneered the Apache capability development since undergoing the first Conversion to Role in 2004. The squadron was the first to deploy the Apache to sea in 2005 but, due to operations in Afghanistan, the maritime experience had been all but forgotten by 2010 when 656 Sqn was tasked to reinvigorate a bespoke maritime capability. In an aircraft not optimised for the maritime environment the squadron has been imaginative, innovative and staunchly determined to succeed; all the more impressive given that no other nation operating the Apache has any experience in a maritime role. The squadron has taken Attack Aviation capability beyond the currently recognised envelope of contemporary operations. In formal recognition of the pioneering philosophy and success in achieving demonstrable progress from a concept to the delivery of a capable contingency capability in little over 12 months, 656 Sqn AAC, represented by Capt Matt Sandbach, is awarded the Master’s Commendation.

THE MASTER’S COMMENDATION
Mandy Pantall is an outstanding lady whose career in aviation started in 1996 as a wing-walker. However, this was cruelly taken away from her in 1998 following a riding accident which left her with multiple crushed vertebrae, resulting in severe central nervous system damage. In 2005 Mandy was awarded a flying scholarship by FSD. The opportunity for
Mandy to get back in the air completely turned her life around; she renewed her own self-worth and attained her PPL. Having got her life back on track, in typical fashion she decided that she wanted to help others do the same through the medium of aviation. In 2006, Mandy joined Fly2Help and thanks in large part to her selfless determination to help others less fortunate than herself, the charity has since helped over 630 disabled, traumatised and terminally ill people to experience the wonders of flight. In recognition of her courage in the face of chronic pain, her constant self-sacrifice, her enthusiasm for helping others and the success in developing Fly2Help, Mandy Pantall is awarded the Master’s Commendation.

THE CENTRAL FLYING SCHOOL GUILD TROPHY
This award is made to Capt Dieter Harms, however, at short notice he was unfortunately unable to be present at the Trophies and Awards Banquet, and this award will be presented at another opportunity.

THE JOHNSTON MEMORIAL TROPHY
The UK’s Attack Helicopter Force operates a forward fleet drawn from a total of 67 Apache. The Force comprises both military and civilian elements which, collectively, are termed ‘UK Team Apache’. This year, the Attack Helicopter Force surpassed the significant milestone of 100,000 flying hours; this is the equivalent of spending almost 11 and a half years airborne, non stop, in one type of aircraft. About a third of this total has been completed on operations in Afghanistan where the AHF has been committed since 2006. The AHF regularly flies right up to the maximum allocation of 650 flying hours per month, the equivalent of flying one aircraft 22 hours in every 24. It is worth recording that some Apache crews have deployed to Afghanistan five times since 2006. Whilst supporting operations in Afghanistan the AHF also developed a maritime Operational Capability, recently tested to the full by a deployment to the Mediterranean. Formal recognition of the sustained effort by the entire ‘UK Team Apache’, and in particular the Attack Helicopter Force, represented by its Commander, Col Neale Moss, is made by the worthy award of the Johnston Memorial Trophy.

THE PIKE TROPHY
Mark Woodhouse was a QFI in the RNZAF and is now established among the elite in the aviation training community in New Zealand. But it is for his outstanding achievements as the Chief Flying Instructor at the annual Walsh Memorial Scout Flying School for the past 15 years that he is most renowned. Each year, approximately 65 young students, accommodated in single tents, camp on an airfield for two weeks of intensive introduction to flying operations by volunteer instructors.

Intensive operations using parallel runways permit up to 800 hours flying and 1,800 movements at the school during the two-week period, making the grass airfield one of the world’s busiest for those two weeks each year. Given the conditions under which he works - a scout camp on a country airfield, with a new team each year - the achievement of an immaculate safety record over many years is testimony to Mark’s leadership and skilful management. Mark Woodhouse has made, and continues to make, an exceptional contribution to the maintenance of high standards of civil flying instruction and safety and is accordingly awarded the Pike Trophy.

THE GRAND MASTER’S AUSTRALIAN MEDAL
This is awarded to the RAAF Air Mobility Control Centre (AMCC) and will be presented by the Master in Australia during his Tour.

THE SIR BARNES WALLIS MEDAL
Major David Amlôt joined the AAC in 1992 and served as the UK Exchange Officer with the US Army becoming the first British pilot to fly the AH64D Longbow Apache. He has completed three tours in Afghanistan on the Apache. In 2009, Major Amlôt identified a significant shortfall in aircrew specific training to prepare pilots for the application of force in Afghanistan. With the skill and artistic talent of a Broadway producer he composed a number of scenarios that forced Apache crews to question their rules of engagement and balance their offensive spirit against courageous restraint. Although it is understood that the Apache is an offensive tool, there is little doubt that Major Amlôt’s ‘Judgemental Training’ has helped numerous crews in the understanding of the risk of collateral damage and, as such, there is no doubt that Major Amlôt’s efforts have directly contributed to saving lives. ‘Judgemental Training’ has become so widely recognised as the benchmark for aircrew training that the fixed-wing community is using similar templates for Tornado and Typhoon aircrew. The innovation that he has delivered during his career in the last 20 years, is meritorious, but his development of aviation ‘Judgemental Training’ in particular is outstanding, and Major David Amlôt is accordingly awarded the Sir Barnes Wallis Medal.

THE SIR JAMES MARTIN AWARD
Captain Linic Alexander started his flying career as a bush pilot in Northern Ontario, then with the RCAF as a highly competent flying instructor, before beginning the piloting career in which he excelled for his remaining 35 years in harness - ‘Fire Bombing’ forest fires from a variety of
aircraft for both Canadian and American fire fighting services. Linc was truly a pioneer in this difficult and very dangerous occupation, which requires hands-on flying in the most difficult conditions of wind effects in mountains, poor visibility, low altitude, convection and smoke from fires. He has researched and published much on the subject and has also played an important role in establishing proper working conditions for pilots engaged in this hazardous occupation, providing protection for those in the industry. In summary, Linc Alexander has given a lifetime of highly valuable public service as an air pilot, performing hazardous duties with great skill and effect for 35 years, as well as improving the safety and effectiveness of this important and dangerous occupation by formalising detailed piloting techniques. He is accordingly awarded the Sir James Martin Award.

THE CUMBERBATCH TROPHY

Dr James Klinect has been a tireless crusader for aviation safety throughout his working life. His research has focussed on one simple question: ‘...Exactly what do airline crews do in order to fly safely from A to B...’ Devastating in its simplicity, research into this question through observation of many flight crews, led to the establishment of what is now known as “Threat and Error Management” (TEM). Dr Klinect refined the methodology into a practical safety tool that could be deployed by airlines - the Line Operations Safety Audit (LOSA). With a database comprising more than 12,000 flight deck observations, LOSA allows airline managers to gain a unique safety insight into the way that their crews perform in line operations, thus informing evidence-based changes to Operating Procedures, training and organisational management. LOSA methodology is now improving safety in airlines world-wide and is being developed within the LOSA Collaborative for single-pilot fixed-wing and Helicopter Emergency Medical Service operations. Dr James Klinect, through the LOSA and TEM initiatives, has made the most significant and recognised contribution in recent years to commercial aviation safety and the enhancement of the reputation of the aviation industry internationally. He is accordingly awarded the Cumberbatch Trophy.

THE GRAND MASTER’S COMMENDATION

Having operated in direct support of every major UK and coalition military operation since the Nimrod R1 came into service in 1974, the men and women of 51 Squadron have become synonymous with the provision of extraordinary Signals Intelligence to virtually every operational landscape for 37 years. Such is the high esteem in which it was held, before its recent withdrawal from service, the Nimrod R1 was granted a 90 day extension of service to meet a requirement for contingent operations that no other platform could provide. There could be no more apposite illustration of the value of this aircraft and its crews to UK Defence. The men and women of 51 Squadron, past and present, can be justifiably proud of their monumental and unequalled achievement in providing military intelligence of the highest order, enduring over almost four decades, and one for which 51 Squadron, represented by Wg Cdr Matthews (and Flt Lt Warman), is awarded the Grand Master’s Commendation.
operating under a Crew Rest Waiver for lack of sleep, due to the gravity and urgency of the situation, the crew performed at an extremely high level for many days in a highly dangerous environment consisting of multiple hazards to flight, including cloud shrouded mountains, unfamiliar and confined landing zones, an urban disaster area of unprecedented proportion covered in thick smoke from burning buildings and bodies, and the inherently hazardous work of non-stop day/night landings on multiple USCG and USN ships. Lt Cdr Stickland and his crew helped create a workable air rescue effort. Lt Cdr Stickland’s courage, judgement and devotion to duty displayed during this trying event are testimony to his character and resolve and he is deservedly awarded the Master’s Medal.

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THE GUILD AWARD FOR GALLANTRY

Captain Michael Nerandzic was one of the most experienced airship pilots in the world with some 4,800 fixed wing hours and over 12,000 airship hours in 25 years of commercial flying. In June this year, he was flying an airship from a grass airfield in Germany, with one photographer and two reporters on board when, on return to the airfield, for an as-yet unclear reason, the airship made a very firm landing and stopped abruptly and short of the groundcrew - unusual for this particular type of airship which has no braking capability and relies on ground friction to slow its landing run towards the groundcrew. As a result of the landing, the single undercarriage leg collapsed and a fuel line ruptured. One of the passengers reported a strong smell of petrol in the cabin area, followed almost immediately by a fire. At the sight of flames, the passenger in the front right seat panicked and jumped out through the starboard emergency exit - which caused an immediate loss of total weight in the airship. With both engines stopped, the airship was still on the grass field, well short of the groundcrew and the essential ballast shot-bags vital to offset the weight loss of any exiting passengers. As the fire began to take hold, however, it must have become evident to Captain Nerandzic that urgent action was required if he was to save the lives of his two remaining passengers. According to one of the passengers, rather than continue to complete the emergency procedures, Captain Nerandzic turned and reached behind to help move camera equipment that was partially blocking the main exit. Unlocking this door would - and did - allow both remaining passengers to jump clear, but the weight loss would - and did - immediately cause the burning airship to rise into the air, to a height of 150 feet. Captain Nerandzic would have been fully aware that this would be the result of his action and, irrespective of the circumstances that led to the predicament of the airship, this conscious act to save the lives of others, before thinking of his own, was a highly courageous and selfless act. Captain Nerandzic was unable to bring the aircraft back to earth as the fire engulfed it.

In deliberately assisting his passengers to jump clear of the airship, without any vital exchange of ballast, Captain Mike Nerandzic knowingly and selflessly put his passengers’ lives before his own. Mrs Lyndy Nerandzic received the Guild’s recognition for this ultimate act of bravery in the form of the Guild’s Award for Gallantry.

THE HUGH GORDON-BURGE MEMORIAL AWARD

Shortly after takeoff from Singapore on 4 Nov 2010, a loud bang was heard in the cockpit of Flt QF032, followed by indications of a failure to the No 2 engine. A PAN call was made and while the Captain, Richard de Crespigny, placed the aircraft in a holding pattern close to the airport, the First Officer, Mathew Hicks, dealt with an unprecedented amount of messages on the aircraft’s systems monitoring and alert system. The S/O, Mark Johnson, went to the cabin and saw that the fin camera display showed a significant fuel leak from the left wing. As the fuel dump and transfer systems were unserviceable, the aircraft was moving towards both longitudinal and lateral out of balance. After computing several options with different configurations, a landing calculation was found that would permit a landing at 50 tonnes overweight, with a 100m margin. Throughout the incident, F/O Mathew Hicks handled in excess of 50 system failures. S/O Officer Mark Johnson established voice communications with Qantas engineers in Sydney through a mobile phone after failure of the aircraft’s satellite voice link. Training Captain David Evans and Captain Harry Wubben, who was undergoing instruction as a Training Captain, made valuable contributions, including visual inspections from the aircraft cabin, communication with cabin crew and passengers and assisting with calculations of overweight landing performance with the damage to multiple systems. After controllability checks, the Captain commenced a 20 nm final approach and, after the autopilot disconnected twice, he flew the approach manually from 1,000 feet, completing the landing run about 150 metres from the end of the runway. All the passengers were then disembarked without injury. For their safe handling of an unprecedented set of failures, sound decision making in an extremely complex and multi-faceted emergency and superb handling of an aircraft in extreme circumstances, operating as a true team, and saving the lives of all on board, the crew of Flt QF032 are awarded the Hugh Gordon-Burge Memorial Award.

THE PRINCE PHILIP HELICOPTER RESCUE AWARD

On 21 May 2010, ‘HMS Chatham’ responded to a distress call in the Northern Indian Ocean from ‘MV Dubai Moon’, a
merchant ship which was rolling heavily, unable to manoeuvre, largely at the mercy of the elements, and was sinking. In the prevailing heavy sea conditions and 35-40kt wind, HMS Chatham’s Lynx helicopter launched in an attempt to recover the 23 crew, before the stricken vessel capsized or sank. The pilot, Lt Higgins, fought to maintain a steady hover over the transfer point, using references limited by poor visibility, with the aid of calm, accurate and detailed directions from the observer, Lt Castle, RAN. The aircraft was operating at the very edge of the flying envelope. As sole pilot, Lt Higgins had to make decisions whilst dividing his attention between flying, maintaining communications and reacting to Lt Castle’s directions on the developing scenario on deck. The winchman, AET Wilmot, was carrying out his first live winching serial from the aircraft following his qualifying course. On being lowered to the deck it was immediately apparent that it was covered in a thick layer of oil, which, combined with the seawater on deck meant that it was impossible to stand up. AET Wilmot improvised a recovery rope and system to ensure that everybody passed clear of obstructions before being winched back into the aircraft. However, on return to the aircraft with the first crewmember, and due to a combination of extreme physical exertion, and sickness which he had previously insisted he had overcome, AET Wilmot was violently sick, and assessed unable to continue with the mission. Once returned to Chatham, AET Wilmot provided a thorough brief to Lt Cdr Chesterman who, whilst a qualified Lynx Observer, had not flown for 15 years and now embarked as winchman to conduct the remaining 22 difficult and physically exhausting transfers over a period of three hours. Despite marginal weather conditions, a hazardous deck and the dangerous pitch and roll of a vessel on the verge of sinking, all crewmembers were safely recovered to ‘HMS Chatham’. The Lynx crew’s courage, perseverance, sense of duty, stamina and professionalism in extraordinary circumstances, completing a rescue in an aircraft not optimised for rescue operations on this scale and with a crew largely inexperienced in the role, saving the lives of all 23 crewmembers, is a remarkable and outstanding achievement. Lt Peter Higgins, Lt Craig Castle, now back in Australia, Lt Cdr Chesterman and AET Wilmot are deservedly awarded the Prince Philip Helicopter Rescue Award.

The Immediate Past Master, Dr Michael Fopp, stood in for the Master who was on his tour of the Regions and presented the 2011 Scholarships and Bursary winners with their certificates at Cutlers’ Hall on 17 November. The event took place after a Court Meeting and all Court members warmly applauded the proud recipients and congratulated them on their successful completion of their various courses of training. The Scholarship winners are:

**Air Transport Pilot Licence (Frozen):**
J N Somers 2010 - Jeremy McKinney

**Flying Instructor (Restricted):**
- Weetabix - James Hammett

**Private Pilot Licence:**
- Cadogan - Matthew Giles
- Grayburn - Sam Woodward
- Sir Setfon Brancher - Tom Keable
- Grand Master - Sally Longstaff
- Guild Benevolent Fund - Cameron Alexander

**Guild Young Members Gliding Scholarships:**
- Lewis Lang
- Tom Baldock

**Jet Orientation Course:**
- EPST - Thomas Farrant
- EPST - Bobby Kennedy

The Guild Bursary Winners for Instrument Instructor Ratings are Antony Ellams and Mark Mosley, for Multi-Engine Instructor Rating, Timothy Hiett. After the presentation ceremony the recipients were entertained by members of the Court to a buffet supper in the magnificent Dining Hall of Cutlers’ Hall. By way of encouragement for the future, news of a previous Guild Bursary winner, Vanessa Umba who comes from Bahrain where she successfully passed her Command Interview with Gulf Air as its first female pilot to upgrade. She is pictured here with Liveryman Yvonne Trueman.

The Guild Scholarships and Bursaries winners after the presentation of their Certificates in Cutlers’ Hall. Absentees were A Ellams, T Hiett. Guild members, scholarship winners and their families at supper in the Grand Hall
When I posted the application form into the post-box for the Guild Young Members (GYM) 2011 Gliding Scholarship, I never thought I would be fortunate enough to actually be selected for interview, let alone be awarded this brand new scholarship.

I had been a PPL holder for a little over 2 years and whilst my passion for aviation had always involved flying machines with engines, gliding had been something I had always wanted to experience but never got around to doing. So when I read the email from the GAPAN office stating that they were going to award me the scholarship I could not believe it.

The course was a residential five-night stay at Lasham Gliding Society located near Alton, Hampshire. The first day I arrived early to meet the other lucky scholarship winner, Tom Baldock, in the main reception where we completed the inevitable paperwork and met our lively and humorous instructor for the week, Merv Saunders, who had over 20 years of gliding instruction under his belt. Being teamed up with just the one instructor meant for a great student/instructor ratio. After quickly unpacking in our rooms it was time to head straight to the briefing room for an initial background into the course, the airfield and of course, safety.

Tom was at an advantage having some 50 glider flights beforehand where I had never even sat in a glider. My assumption of gliding being a mellow and easy sport would soon go out the window...

The first flight was an aerotow behind a Robin DR400 Tug in which Merv took control for the ground run and climb out. It was a unique experience for me being so close to another powered aircraft only 200ft in front of me. After climbing to approximately 2000ft we released the cable and then near silence fell upon us with only the sound of wind-noise rushing over the canopy. I was immediately offered to take the controls. It was surprising how light the aircraft felt compared to the Cessna’s I’m used to flying. Initially found it a real struggle trying to keep the glider flying efficiently through the airflow, maintaining a good lookout and well as following Merv’s advice looking out for thermals and lift. It became apparent this type of flying takes real skill! After 15 minutes it was time to return to terra firma where I followed through on the controls to bring the glider to a stop on the grass parallel to Lasham’s main runway.

Then it was Tom’s turn to hit the sky. After his return, I was back up in the air again. This continued well throughout the day stopping only for a short lunch break. Once evening began to settle in I was exhausted and went straight for an early night.

The next two days were building up on what we had learnt from day one to now include stalling and spins as well as cable launch failures. The winch launch system at Lasham uses over 3000ft of steel cable pulled in by an 8 litre V8 engine located at the far end of the airfield which can pull gliders from 0-2000ft in under 45 seconds, which puts a lot of rides at Thorpe Park to shame. Certainly the first few winch launches I found quite nerve-wracking. Fortunately the rain passed through and it was back in the air again! Being the only glider flying it meant we could continually be winched back into the air again once we had landed. However poor thermal activity meant the flights lasted only around five to ten minutes which enabled us to just practice our winch launches, emergency cable launch failures and landings.

Gliding is very much a team sport with almost all of the club members helping each other out collecting the gliders from their landing point and getting them ready to fly again.

I found it great fun to drive a Hilux pickup truck up and down the 6000ft runway to retrieve the winch cables and assist other gliders in their launch.

Our final day of flying on the Friday consisted of condensing all our knowledge gained over the week and relentlessly
practising our launches and circuit flying complete with a lot of walking after many practice cable launch failures. Tom and I were soon to be greeted by our scholarship organiser, Kat Hodge, late in the afternoon. At the same time we were to be sent for our first solo flights which was a bit of a shock. It didn’t take long for the nerves to set in. Tom had his first and performed a perfect circuit and landing. This was soon followed by me. With Tom completing a textbook first solo and then a 2nd, all eyes were now on me. No pressure then...

After being strapped in and running through my pre-flight checks I was ready for the launch. With my hand firmly placed on the cable release I gave a nod and was hurtled into the air. The acceleration and climb-out felt much faster with no instructor onboard but within seconds I was up to around 1900ft and released the cable just before entering cloud. I had made it up solo! After 7 minutes in the air having a blast it was time to judge my circuit and make a return landing to the field. I had joined the ranks of glider pilots and another personal aviation first completed!

After a few handshakes and congratulations from everyone, it was time to hit the bar and then once again to bed for an early night. It’s amazing how much flying can physically drain you when you’ve spent the good part of eight hours in the air and helping out on the ground.

The final day was a social event organised by the GYM and provided a great chance to meet other young members and let them experience a taste of what we had just done throughout the week, by letting them experience some trial glider flights along with a great BBQ. It wasn’t long before the evening was rolling in and it was time to head home and back to the joys of the day job!

The scholarship proved to be an excellent week and I am extremely grateful to GAPAN, the GYM and everyone involved to help make it happen. Being able to fly every single day was a real privilege and the sport of gliding will definitely be something I will take up alongside powered flying as I rise to my aspirations of becoming a commercial airline pilot. It has greatly improved my raw flying skills I would encourage any PPL or CPL pilot who hasn’t experienced gliding to take at least one flight. I guarantee you will find a new challenge in flying something without an engine and a new appreciation for the atmosphere in which we fly in!

Happy Landings!

Waiting in the queue for launch.

Lasham airfield seen from the glider’s cockpit.

".....I followed through on the controls..."
Companies: Actuaries, Apothecaries, Arbitrators, Barbers, Bowyers, Chartered Architects, Cordwainers, Firefighters, Fuellers, Glaziers, Grovers, Musicians, Plasterers, Playing Card Makers, Poulters, Spectacle Makers and Woolmen to listen to Squadron Leader Tony Iveson’s graphic description of the sinking of the battleship Tirpitz that took place on 12 November 1944 in a remote part of northern Norway.

After being introduced by the Master, Sqn Ldr Iveson began by saying how privileged he was to be giving this lecture to such a distinguished audience. He outlined the historical background to the German battleship building programme which produced the two enormous warships, Bismarck and Tirpitz. Bismarck was sunk in May 1941 after a long fierce fight with the Royal Navy in the Atlantic; Tirpitz was commissioned in January 1942 and was deployed to Norway. Despite being the most powerful battleship in the world it only ever fired its guns in its own defence, but it tied up enormous Allied assets because of the potential threat it posed to Russian bound convoys and shipping in the Atlantic. Hidden in Norwegian fiords, guarded by anti-submarine nets, smoke generators, anti-aircraft guns, fighter aircraft and its own armament and shrouded by bad weather it was a formidable difficult target. It was considered to be unsinkable, displacing 56,000 tons and carrying eight 15 inch guns capable of firing one ton shells over 22 miles. It also had twelve 6 inch guns, eighty anti-aircraft guns, torpedo tubes and four catapult launched aircraft. In the summer of 1942, when convoy PQ17 was half way on its voyage to Russia, Tirpitz was reported to be out at sea. In the ensuing debacle the convoy was ordered to scatter and suffered catastrophic losses, 21 of the 34 ships being sunk. If Tirpitz had got out into the Atlantic the havoc it could wreak might well have changed the course of the war. Thus the problem of Tirpitz concentrated the minds of Allied leaders and many very brave attacks were mounted using a variety of weapons but none were assessed as being particularly effective. In the summer of 1944 the Royal Navy mounted an assault involving 20 ships and 100 aircraft and although some success was achieved Tirpitz was not disabled; an appeal to Bomber Command was made for help, as a very large bomb which only a Lancaster could carry was needed to sink this warship.

Sqn Ldr Iveson described how 617 Squadron, on which he was serving, was chosen for the task. The squadron specialised in very precise and accurate attacks and its aircraft were the only ones equipped with the SABS Mk2 gyro stabilised bomb sight with automatic bomb release, which required the Lancaster to make a long straight and level run-in to the target. The weapon to be used was the Tallboy bomb, designed by Barnes Wallis of bouncing bomb fame, which when dropped from height achieved supersonic speed before impact. The squadron worked up during the summer of 1944, carrying out many long cross-country flights, much practice bombing and plenty of dinghy drill. One potential threat it posed to Russian bound anti-submarine nets, smoke generators, own armament and shrouded by bad weather. It was considered to be unsinkable, dropping in 11 minutes. When the smoke of the explosions cleared the Tirpitz was seen to have capsized in shallow water, suffering a loss of 971 of its crew. Thus the threat in the Arctic was neutralised, allowing Allied warships to be re-deployed to support the war in Europe and the Pacific, at a cost of 4 aircraft and 11 crew. The lack of fighter opposition has never been fully explained, apparently the base commander and squadron commander were sent to prison. Sqn Ldr Iveson subsequently met the fighter squadron adjutant after the war, who explained that the squadron was scrambled too late and the Lancasters had gone when the fighters arrived over the Fjord. The attacking force had been very lucky. The subsequent bomb plot, based on photographs taken by the attacking aircraft, was only able to plot the first 14 bomb impacts, as smoke from the explosions obscured all subsequent fall of shot.

Sqn Ldr Iveson summarised the Operation by stating that in his opinion it was the most precise bombing attack of the whole war and it demonstrated that nowhere in Europe was now safe from attack by Bomber Command. He deplored the fact that until now there was still no memorial to the huge number of aircrew who lost their lives in Bomber Command during the war but thanks to his and other individual’s efforts this omission was finally being put right as can now be seen in Green Park. The Bomber Command Memorial is due to be unveiled in June 2012.

There were many questions posed to him from the audience, who were spellbound by his story. Of particular interest was the controversy of which squadron, 617 or 9, actually delivered the killer blow. Many Guild members will be aware of the rivalry between the two squadrons as epitomised by the changing possession of the bulkhead salvaged from Tirpitz, now in neutral territory of the RAF Museum at Hendon. Sqn Ldr Iveson was of the firm opinion that it was 617 squadron that sunk the Tirpitz, especially given that the bomb plot was only able to record 617’s bombs, smoke obscuration preventing the plotting of any of 9 squadron attacks. The Tymms lecture terminated with a reception in 4 Hamilton Place, a fitting end to a memorable lecture by a quite remarkable man.
Environmental Committee Report

ASSISTANT PROFESSOR DIANA GREEN CHAIRMAN

The most recent meeting of the Environment Committee took place on 25 October 2011. The membership of the Committee continues to grow. At the meeting, the Chairman welcomed Stephen Berriter, a journalist and PR practitioner by profession who has been appointed by the Court to be the Committee PR point of contact, and advised that Peter Benn, a former Barrister and current co-pilot with GSS (Global Supply Systems) had agreed to join the Committee.

Members of the Committee agreed that camaraderie should be a feature of future meetings in order to keep the Committee abreast of current and future developments.

As reported at the last Court meeting, on the advice of the Court, the Committee has agreed to defer the planned international conference on Aviation and the environment until 2013. This should allow more time to identify appropriate sponsors to help support the design and delivery of an international conference of stature. In his apologies for the October Committee meeting, Dr Jack Milavic had indicated that his company might be interested in possible sponsorship of the conference, depending on the success of the current hydrogen initiative.

The conference planning group met on 29 September and 12 October to continue its work. It is continuing to explore appropriate venues for the conference and developing a strategy for approaching sponsors. It meets next on 22 November, 2011. It is hoped that a progress report with options on the venue and timing of the conference, and an update on the sponsorship plan will be presented to the January Court meeting, following the next Committee meeting on 17 January 2012.

Court Report for TASC

LIVERYMAN DAVID HARRISON CHAIRMAN

The TASC meeting in September was delighted to welcome CAA guests Mark Swan, Director Airspace Policy, and Geoff Burtenshaw, Technical Advisor, Navigation Systems, to provide an update briefing on progress over recent months with FAS (Future Airspace System). The draft plan had been published in June 2011 with the aim of an agreed Implementation Plan by December 2012. The four areas that require work are PBN (Performance Based Navigation), a harmonised and higher Transition Altitude, efficient and revised use of the Radio Spectrum and an updated Class G airspace. This process is focussed on increasing operational capacity and flow control efficiency, optimising technological support and reducing tactical intervention by ATC controllers, particularly in the TMA environment. PBN would be an essential element to achieve the target objectives which need to be met in a relatively tight timescale to comply with the planned ten year development programme. The opportunity for discussion and questions of these issues at such high level is a greatly valued privilege afforded to the Guild Committee.

The GAPAN TASC members, along with representatives from BALPA and UKFSC, were also invited to meet the Directorate of Airspace Policy at Holborn in September following an exchange of correspondence in which we expressed concerns that the risks of the vulnerabilities of Global Navigation Satellite Systems (GNSS) had not been fully acknowledged by regulators. This meeting was notable in being such a formal direct debate of a technical issue and proved beneficial to all concerned. DAP were clearly aware of GNSS vulnerabilities to interference of all kinds, but the routine spectrum monitoring suggests that while interference events were regular occurrences affecting traditional services, such events were relatively rare in the case of GNSS. The ease, however, with which comparatively small and wide ranging effects could be achieved by jamming GNSS was recognised and the probability of new interference sources, both deliberate and unintentional, was also acknowledged.

In the current environment the issues are manageable, but the expected serious increase in the utilised GNSS capability to address traffic capacity expansion requires urgent definition of the issues and safety case in anticipation of the challenge. A gradual degradation of aircraft capability over periods of minutes following a failure rather than an immediate reversion to essential backup system target.

TASC was very pleased to accept an invitation to participate in a continuing dialogue with the Regulator. The significance to the whole aviation community of unmanned airborne vehicles is growing exponentially. The TASC position paper under final development is urgent and timely and will probably need to separate a second technical paper from the ‘risk to manned aviation’ primary focus.

Captain Miles Stapleton, with the support of the Committee, had prepared a response on behalf of the Guild to the Department for Transport Consultation, A Sustainable framework for UK Aviation. The consultation document was very thin on fact, indeed, the exercise appeared to be primarily a fact-finding exercise by the DIT. John Broad reported that the LAA had also responded to the consultation exercise, noting that GA and even gliding appeared to have been ignored completely.

John Broad also alerted members of the Committee to the fact that the proposals of the Department of Communities and Local Government contained in National Planning Policy Framework documents suggested that the Government’s intent is that planning reforms will make the planning system less complex and more accessible. However, should the proposals be implemented as outlined in the draft, there could be severe repercussions for many airfields which could be “blighted” by housing and/or industrial development.
Greetings from the Hong Kong Region!
Recently, on 17 Sep 11, we were fortunate to have another interesting speaker at our Annual Regional Dinner. Held this year at the historic Hong Kong Football Club, we were regaled by Captain Theodore Algire, USN (Ret) about his time as an aviator in the US Navy, as military liaison to the US Consulate General in Hong Kong, and his interactions with Hong Kong’s Government Flying Service (GFS) during both service tours.

The victuals and beverages were, as usual, excellent and a perfect prelude to Captain Algire’s speech on aviation in Hong Kong. As one example, Captain Algire spoke on his work coordinating with the GFS a few years ago. Most would not know that many Hong Kong GFS helicopter pilots are qualified to land on US Navy helicopter-capable ships. They regularly conduct deck landing qualifications every time US ships visit Hong Kong. In this example, a US Navy cruiser, the USS Cowpens, was operating in heavy seas in the South China Sea far off the coast of Hong Kong when one of their sailors started suffering a series of seizures. Fearing for the life of the sailor, a request was made to GFS to assist in getting the sailor medical help. The GFS launched a Jetstream J-41 and Super Puma helicopter so the J-41 could locate the ship and vector the Super Puma while the Cowpens made best speed towards Hong Kong. The crew of the helicopter did an outstanding job getting to the ship, getting the sailor on the aircraft and flying him safely to Hong Kong - saving his life. Other recent events have included a Spring barbecue in April at the HK Aviation Club, and a well-attended lunch at the Rainbow Restaurant on Lamma Island in August.

Our Youth Flying Scholarship (YFS) program has produced two more graduates with their PPL’s earned at Tayside Aviation in the UK in August. Bryan Chu and Winnie Tang each passed their tests with flying colors and are now continuing with applications for the cadet programs at both Hong Kong Dragon Air and Cathay Pacific Airlines. Bryan is in his final year at HK University of Science and Technology. According to Ms Tang, “The flight training at Tayside Aviation was amazing. We benefited a lot from the guidance from our instructor and other cadets. We are really grateful for such a golden opportunity provided by GAPAN.”

We will continue our YFS efforts with even greater vigor as we prepare for the Centenary of Powered Flight in Hong Kong - Aviation Carnival scheduled for 27 Nov 11 at the site of the old Kai Tak Airport. The day long Aviation Carnival is meant to inspire local Hong Kong youth with our passion for all things aviation. GAPAN Hong Kong will staff a booth at this exciting event. It will mark the unofficial start to our search for next summer’s candidates for flight training in Tayside.

Hot on the heels of the Carnival, the Master arrives in Hong Kong for a week-long visit. A busy schedule is anticipated and here’s hoping for good CAVOK weather!

Captain Theodore Algire USN and Hong Kong members of the Guild enjoy a joke after the Annual Regional Dinner
We were privileged to hear from one of the GYM members, Lindsay Craig, who is Manager Pilot Recruitment for BA, on their recently announced innovative Future Pilot Programme. The purpose of this programme is to enable cadet pilots to enter the profession with the help of guaranteed loans. The intention is to work in partnership with three FTOs: OAA, CTC and FTE. Lindsay also spoke about the Direct Entry Route and the Military Pilot Route into BA, but it is clear that the Future Pilot Programme offers the first real cadet scheme for many years. It is to be welcomed and we were very grateful to have the opportunity to hear BA’s plans.

The Chairman of the Instructors sub-committee reported on the committee’s work on the next module of its “syllabus” which is the basic navigation package. It is likely that this work will be presented at next year’s Forum at CFS at RAF Cranwell, which is being timed to coincide with the centenary celebrations of Central Flying School.

A comprehensive report was provided to the committee on the many outstanding issues in the EASA licensing documentation and this led to much discussion. Coupled with this was the report from the EASA Loss of Control conference which dealt with a number of identified issues arising from recent commercial accidents.

The Apprenticeship proposals are moving forward and this project is being endorsed by CAA as well as 4 major airlines. The MPL is seen as the entry point for the scheme which, it is hoped, will be contained within a Level 6 Apprenticeship framework, to include all of the existing elements of commercial pilot training currently delivered by FTOs and universities. The benefit of this process is that, if successful, it will enable funding to be made available to apprentices in aviation in the same way as in other industries, such funding and loans not currently being available to aviation trainees.

It was heartening to hear of the success of the scholarship program this year, although we are concerned about the reduction of funding available for the scholarships and bursaries next year. If anyone knows of a benevolent benefactor who would be interested in assisting with funding one or more scholarships for PPL or FI ratings, we would be glad to hear from them!
On Tuesday 4th of October, the Master together with 44 Guild members visited the Army Air Corps (AAC) at Middle Wallop. The Guild party was very ably led by David Curgenven. The previous five days had been unseasonably warm and sunny with clear blue skies. Unfortunately, the Tuesday dawned very much cooler and rather overcast. 13 Guild members had planned to arrive by air but the weather on the day deterred many who instead chose to arrive by car. Originally, there had been an upper limit set of 40 Guild attendees but the AAC very kindly allowed an increase in numbers to accommodate all 48 requests to attend.

We met at The Museum of Army Flying and were warmly welcomed by Colonel Frazer Budd MBE who is the Regimental Colonel and Deputy Director of Army Aviation. Part of the planned programme for the day was to be a guided tour of the museum and Colonel Budd asked if Guild members would please give him some feedback on the museum. He is very proud of the museum exhibits but asked if the Guild members felt that the museum could benefit from a degree of updating. This was followed by another warm welcome and an extremely comprehensive briefing given by Major Ed Paden of the AAC who was to be our host for the day. Following the briefing we were to visit the various Squadrons based at Middle Wallop plus the AAC Historic Aircraft Flight and the Aviation Command and Tactics Trainer (ACTT). Clearly this promised to be a very full and absorbing day ahead!

**Briefing**

Major Paden outlined some of the modern history of the AAC having been formed in September 1957 although the Army's connection with aviation dates back to 1878 when soldiers from The Royal Engineers started to ascend skywards in baskets suspended beneath gas balloons or kites in order to observe the 'fall of shot' or movement of enemy troops. Whichever date you choose, Army aviation mainly started life as an airborne observation post. Offensive missions became possible following the decision to arm the Westland Scout Helicopter with wire guided missiles. Candidates wishing to join the AAC are selected at the Officer and Aircrew Selection Centre located at RAF Cranwell. Only 1 in 10 applicants progress to flying training with the AAC but they also need good ‘Army Knowledge’ as part of the selection process. Grading is done on the Grob Tutor fixed wing aircraft before progressing to basic rotary training at RAF Shawbury.

Advanced rotary training is also conducted at Shawbury in conjunction with 705 Squadron Royal Navy. Once this phase is completed, the student moves to Middle Wallop for operational training. The whole process takes approximately 15-18 months and culminates in the award of the AAC wings. However, whilst the final phase at Middle Wallop is called the operational training, it does not include conversion to role (CTR) which is carried out at the AAC facility at Wattisham in Suffolk.

Operational Training at Middle Wallop covers 5 principal roles for an AAC pilot.

1. Offensive action
2. ISTAR (Information, Surveillance, Target Acquisition and Reconnaissance
3. Direction of Fire
4. Command Support
5. Movement of Personnel and Materiel

The AAC at Middle Wallop has several Regiments. 2 Regiment is responsible for Ground Training and 7 Regiment is responsible for flying training and includes a number of Squadrons. 670 Squadron operates the Squirrel, 671 Squadron has a mixture of Lynx, Gazelle and Bell 212 aircraft and 673 Squadron is the type conversion unit for the Apache. In addition, the AAC operates a small number of fixed wing aircraft. Many will remember the ubiquitous Beaver but that has now been replaced with the Defender which is a development of the Britten Norman Islander but now powered by turbo-prop engines. 1 Regiment is based at Gutersloh in Germany and 9 Regiment is based in Dishforth. There is also a small contingent in Batus, Canada and Belize. The AAC is ‘owned’ by Headquarters Land Forces through the Joint Helicopter Command (JHC). The briefing gave an overview of the AAC in the overall JHC picture and included a glimpse of the recent operations in Libya and Afghanistan. In the latter theatre, Apache helicopters are logging in the order of 650 hours flying per month spread across 11 crews. There are approximately 2000 members of the AAC which represents approximately 2% of the British Army and is composed of 60% Officers and 40% NCOs. It will come as no surprise to learn that budgetary pressures are affecting the AAC as much as any other military unit.

Following an extremely lively question and answer session at the end of the briefing, we then moved across the apron to the hangars.

**Squadron Visits**

670 Squadron. We were met by Major Pete Dean who is the Officer Commanding. The Squadron operates Squirrel helicopters and takes pilots through the Operational Training Phase (OTP) of the Army Pilots Course (APC). This phase of training takes 22 weeks and 92 flying hours and readies the pilot for Conversion To Role (CTR). The course includes training as a forward air controller plus formation flying at night using night vision goggles! In addition, a pilot may come direct to the Squadron from the Central Flying School and be trained as B2 Flying Instructor to become...
671 Squadron. Captain Chloe Eriksen was our guide for this visit. As mentioned previously, this Squadron operates a mix of aircraft which includes the Gazelle, Lynx and Bell 212 helicopters. The Bell 212 might be thought by many as the 'Huey' of Vietnam fame but this is the two engine updated version. Dorothy Pooley was particularly taken with the cockpit of a 212. The Gazelle is the only Army helicopter which is still operated single crew and is currently deployed in Northern Ireland and Canada. It is likely to be phased out in the not-too-distant future.

673 Squadron. I suspect that this was the one item most Guild members were secretly looking forward to most. Captain Trayhurn was to be our guide. From a distance, the Apache is pretty impressive. Up close, it is awesome. The AAC version is powered by de-rated Rolls Royce Turbomeca engines. The engines would have the capacity to lift about another 3,000 kilos but that would need a beefed-up gearbox. One of the issues for the crew is that they each sit in sealed cockpits so the Crew Resource Management (CRM) skills they are taught need to address this. The front seat is occupied by the Mission Commander whilst the rear seat carries the Aircraft Commander.

The armaments look particularly daunting (if you are an enemy that is). The aircraft carries a number of sensors. The daysight can magnify up to 127 times allowing the crew to even identify the individual weapon an enemy might be carrying. The nightsight includes the usual such as Forward Looking InfraRed (FLIR) and Thermal Imaging. The Target Acquisition Designation Sight (TADS) system integrates the various inputs and can store in excess of 1000 targets in the on-board memory.

Forw ard Looking InfraRed (FLIR) and Thermal Imaging. The Target Acquisition Designation Sight (TADS) system integrates the various inputs and can store in excess of 1000 targets in the on-board memory.

From this 256 targets can be identified and the 16 that pose the greatest risk are prioritised.

As well as a choice of laser or radar guided missiles, the most daunting looking weapon must be the 30mm chain gun mounted beneath the nose. The magazine carries 1200 rounds which might sound a lot but when you consider that the gun fires 10 rounds per second then 2 minutes duration does not sound quite so much. That said, it seems that a one second burst is usually effective against most targets. Even sitting in a tank, it must be extremely worrying to discover that an AAC Apache has you in its sights!

Surprisingly, despite the ‘glass’ cockpit and modern weapons systems, one of the tasks that trainee Apache pilots have difficulty in mastering is ground taxiing.

Historical Aircraft Flight

Major George Bacon (Retd) hosted our visit. The AAC has tried to retain at least one example of every aircraft it has operated in its Historical Aircraft Flight (HAF). On display were the DH Chipmunk, Auster AOP9 and DH Beaver together with the Alouette, Scout, Skeeter and Sioux helicopters all of which are beautifully maintained and cared for. Despite the desire to keep at least one of each type in flying condition, it had proved too difficult to keep the Skeeter airworthy and sadly it is now a static display model only. The Gazelle will probably be the last aircraft to join the HAF after it is retired from active service. Costs of operating the later crop of military helicopters once in retirement will probably be prohibitive.

Following events such as the Nimrod Review under Charles Haddon-Cave QC and the establishment of the Military Aviation Authority, the AAC Historic Flight has been grounded for about 12 months whilst each safety case is reviewed. It is to be hoped that the HAF will be able to return its aircraft to flying status for the start of the 2012 display season.

Aviation Command and Tactics Trainer.

Essentially the ACTT is a suite of combined mission and flying simulators representing each AAC helicopter type. Unlike simulators used in commercial aviation these are not three-axis motion simulators nor do they use actual aircraft parts because they are not designed to teach the student how to fly but rather to allow the opportunity to practise the whole ‘mission’. Major Pete Farrimond explained the rather unique funding structure in partnership with Rockwell Collins and that the system needed 200 computers in order to operate. The facility allows a student to take orders, undertake comprehensive mission planning, and then complete a full mission. The process can take a whole day but is considered to be uniquely beneficial as a training aid. The Instructor Operating Station for the ACTT is pretty impressive too especially to those of us used to ‘sitting in the back’ as examiners!

We were then allowed to try our hand at ‘flying’ a mission on one of the simulators. The Master made an impressive show of how to operate an ACTT Squirrel helicopter and has clearly ‘mastered’ the art of landing whilst hovering in a backwards direction!

Together with the Museum of Army Flying (where we had lunch and is probably worth an article on its own), this was a most impressive and enjoyable day with the Army Air Corps. The Master warmly thanked Major Paden who in turn generously presented each of us with a copy of The Illustrated History of the Army Air Corps on behalf of the Regimental Colonel.
A full capacity group, led by the Master, visited the Hawker Beechcraft facilities at Hawarden near Chester on 19 October 2011, where the venerable HS 125 business jet, now widely referred to as the ‘Hawker’, has been in continuous production since 1962. In particular it was good to have among the party two of the Guild Young Members, Andrew Willis and Ben Pilgrim, who was able to find time off from his aeronautical engineering studies at Liverpool University. On arrival at the Hawker Beechcraft (HB) Chester Service Centre we were greeted by Lisa Kelly and shown to the 4000 Room, named after the latest Hawker 4000 business jet, a Super Mid-Size aircraft. A tour of Chester was kindly laid on for our partners who departed with Helen Cronin for a day in the city while the main party had technical presentations and factory tours.

The history of the 125 is quite complex in terms of company names, albeit essentially the same airframe has been manufactured at Hawarden for almost 50 years. Initially it was a de Havilland design and the prototype (G-ARYA) flew with that name on its nose and tail. Clive Prentice, Vice President and General Manager for Europe, the Middle East and Africa (EMEA) gave an introduction to Hawker Beechcraft Ltd which is now wholly owned by Goldman Sachs and Onex Partners, having previously been a Raytheon Company. The wings and fuselages for the 125 are still made at Hawarden on the same jigs, but by Airbus, who have a large operation building Airbus wings on the same aerodrome. These major 125 components are shipped to Wichita (USA) for final assembly into complete aircraft. Roger Smith, the HR and Business Services Director EMEA, then told us about the Service Centre facilities and capabilities, which support the 125s and other Hawker Beechcraft aircraft in their region. Hawker Beechcraft Ltd has some 380 employees and the hangar space at Hawarden extends to 90,000 square feet. To put the task in perspective some 1800 125s of various models have been built. The Centre offers a very wide range of sales and support activities, including upgrades to enhance performance and a quick response team that can travel at very short notice to keep the customers flying.

Steve Morgan the Regional Sales Director for Northern Europe gave a wider perspective on the Hawker Beechcraft operation worldwide. The company HQ is in Wichita, Kansas, and there are 6,500 employees overall. The product line includes a range of propeller driven aircraft, not least the very successful King Air series, the Baron and the single engine Bonanza (in production since 1947). However it is the business jets which are central to the Hawarden operation. The latest ‘descendant’ of the 125 line is the Hawker 750 which is aimed at the European market with a range of 2000 miles. However, the longer range (2800 miles) Hawker 900XP is a development of the 125, with the same fuselage but a longer, more efficient wing. Like most recent 125s they are fitted with Honeywell engines. In addition there is now a new design, the Hawker 4000, a ‘super mid-size business jet’ with a composite fuselage and a larger cabin - some 60 have been delivered so far. At the smaller end of the market are the Hawker 200, the largest business jet cleared for single pilot operation.

Glyn Williams, the Chief Engineer, gave a technical update and outlined special mission capabilities. A variety of functions are performed by Hawker jets many of which require customisation; air survey, air ambulance, flight inspection, surveillance, training and utility transport. Examples of such modification include certification for steep approaches, eg 5.5 degrees for London City Airport - clearance for a descent slope of 7.5 degrees covers the abuse case. Other work mentioned were flight deck upgrades for RAF 32 Squadron VIP transport and an iPad solution for electronic flight bags.

After a generous buffet lunch in the 4000 room we were escorted on a tour of the 125 production lines. The construction techniques are the time-honoured metal aircraft systems of jigs and fasteners - these have stood the test of time. Then we were taken around the aerodrome to the impressive new factory where the Airbus A380 wings are constructed. Tim Philips of Airbus gave us a detailed tour as our diminishing time allowed, starting with a look at the enormous Low Voltage Electro-Magnetic Riveting machines (LVERS). The A380 wings are of truly awe inspiring size - at the root they are deep enough to walk around in without stooping! They are the only Airbus wings which are too big to be flown to Toulouse for assembly into the aircraft, travelling by sea instead. We did however witness an Airbus BELUGA aircraft coming in to collect wings for smaller models.

The visit ended with the presentation of two Guild Shields as thanks and mementos to Hawker Beechcraft, one to Sean McGeough the President for Europe, Middle East and Africa and one to Glyn Williams received on behalf Hawker Beechcraft Service Centre. In summary, a most interesting day which showed how the UK is still very much in the aircraft manufacturing business, even if no complete aircraft are now made here.
like animals. I like aeroplanes. Well, mildly, I am a Guild member after all!! My wife likes animals and trains. Not any trains, but only steam trains!

There is a well known British artist who likes to paint predominantly just these three subjects. There is a synergy here! His name is David Shepherd. We have a few limited edition prints of Big Cats painted by David Shepherd around our house, no aeroplanes though, just the animals. So when John Davy of our Guild Visits sent an invitation to have afternoon tea and time talking to the great man himself I jumped at the chance. I wasn’t the only person interested however and the visit was heavily subscribed, with 45 Guild members attending. The only penance for this was being I had to scribe these few lines in payment.

Who said, there is no such thing as a free lunch, even when on Guild duty!

The day duly arrived and I set off for the Shepherd’s Farm set in the glorious East Sussex countryside. It was secluded and hence hard to find and not wishing to be late, I have to say that when my Sat Nav retired injured, I had to resort to basic navigational skills, and will admit to being time running out! In true D R style and down a beautiful leafy lane I drove down to the great man’s drive, just in the nick of time. I breezed out of the car as if finding occurrence!

And what a stunning old farmhouse it was, set in 60 acres of lovely countryside. We were welcomed into the house by David’s wife who didn’t seem at all into her home and looking around. I in it: a steam train, an elephant, and an aeroplane. When we were all assembled David guided us down a staircase and into a tunnel which led to the barns which housed his studios. These were about 30 yards away (or should we say metres) and linked by an underground tunnel. He said he had the tunnel built as a means to get to his studio without getting wet and cold, when the great British Maritime Climate is doing its thing. When I asked him why he went to the great effort and expense of digging this tunnel, he quite unashamedly said “because I could”.

The Guild Members looked around the Barn where David worked. They were many easels with paintings that he was working on and many finished works on the wall. It was quite spectacular, animals, aeroplane and steam trains being in the ascendency. We were then ushered into another room where we were offered tea or coffee and the most sumptuous array of homemade cakes and scones, as well as sandwiches, all made by Mrs. Shepherd herself. Those who stopped for lunch on the way down were dismayed that they were not to be able to manage much to eat. But the rest of us enjoyed the spread enormously. He entertained us with many anecdotes about his life and the various people he met along the way.

His greatest passion though is his David Shepherd Foundation for Wildlife, and to help the afternoon along, David Curgenven from the Guild presented him with a cheque from its members present, for the charity. He recently celebrated his 80th birthday with a party for a few friends (£650 to be precise) at the Natural History Museum where he raised £610,000 for his animal welfare charity. He is a exceptionally driven person with an extraordinary talent to paint, his passion is not diminished with the passage of time. David has a very easy manner and obviously likes to talk about things he is passionate about, it seemed effortless as he entertained us. David explained how he became a painter. He was taught his skills by his mentor and friend Robin Goodwin and after three years study Robin told him there was nothing more that he could teach him and to go and paint! He said anyone can paint and can be taught after a few basics such a perspectives, detailing and shading! I suppose it’s like flying…..any one can fly…..but we have all be in the cockpit with someone you just know is a gifted aviator and we just look in admiration at their talents, the rest of us just don’t have. David is the same with painting, he does not think he is expressly talented, which is a very humbling trait.

His first job in 1952 was painting aircraft for BOAC at the new Heathrow airport. He painted the Comet, Viscount, and the Lockheed Constellation, occasionally delaying their departure from the hangar until he had finished! His attention to detail was minute, such as counting the girders in the hangar roof and making sure there were the right number of rivets, or making sure the sun glinting on a propeller at feather cast the correct angles and reflections. As his reputation grew he was commissioned to paint for the Armed Services. Hallmark cards paid David £80 for 10 paintings to be used as Christmas cards which opened his work to the masses. Everyone will know some of David’s iconic animal pictures. He then went to Aden and then on to Nairobi where he painted the Rhino picture which hangs in the RAF Club in London for which he was paid £25. He thanks the RAF for getting his career off the ground. He wanted a ride in a Lancaster and they wanted a painting. Needless to say he got his ride at RAF Cosham, He sold 850 copies of the painting at £100 each!! He painted the Lancaster Bomber being prepared for a mission (see photo). He then amused us by saying this, he was asked to paint the Ark Royal, and that three weeks later he was painting the Queen Mother! David Shepherds other great love is steam engines and he is the only person I know that actually owns one. It is called Black Prince and lives on the North Norfolk Railway. He told us what the last service cost and it made our eyes water. Makes owning an aircraft quite cheap. He did mention that it might be possible to pay Black Prince a visit next year. He would offer the visit for the Battle of Britain Memorial Fund. We were also shown his train set that he has in yet
another barn at his farm. The Guild members agreed that the visit had been a huge success and that David and his wife had been brilliant hosts. Unfortunately all good things come to an end and so it was that we had to make our farewells. Many of the members bought copies of a book of David’s paintings which he was happy to sign.

Having spent the afternoon with this chap who enthused the art of painting, I was inspired to begin painting for myself.

The next morning, I set up and set to work. Three hours later...I stood back and admired my work. I have to say the Utility room looked so much better in its two coats of Emulsion! As David says,....."Anyone can paint".....and I have just proved it, although my attention to detail, was not in line with his. The hinges will have to be cleaned a little later!.

*The window with David’s three favourite subjects.*

*David Shepherd’s home, set in 60 acres of countryside.*

*The tea was indeed magnificent.....*
656 Squadron, 4 Regiment AAC, has, since the inception of the Apache programme, had a unique place in UK Attack Aviation. The squadron was the first to convert to the Apache, declaring the capability in 2004, the first to take the Apache to sea in 2005 and the first to deploy to Afghanistan in 2006 with 16 Air Assault Brigade. During the Afghanistan years the squadron was awarded two MCs and two DF Cs. In 2010 the decision to reinvigorate the Apache maritime capability was taken and the task was given to 656 Squadron. Three weeks aboard the now decommissioned HMS Ark Royal in October 2010 was the proving ground. While concurrently training new attack pilots at home the squadron embarked 90 soldiers with 3 aircraft and raised the flag for attack aviation from the sea once again. A further exercise was planned for 2011, in HMS Ocean, during which the Royal Navy aimed to validate the Response Force Task Group (RFTG) and 656 Squadron was on hand to play its part. The first live firing of Hellfire at sea was achieved in early May and just three weeks later the squadron was warned to prepare for combat operations over Libya. With the RFTG validation complete and with a mission rehearsal exercise in Cyprus firmly under our belt HMS Ocean sailed south west for Libya in the final days of May. With four Apaches embarked, a fifth on its way, and plenty of ammunition of all natures the squadron was well prepared for its task. Launching maritime strike missions from a ship is conceptually simple - plan, take off, fly, strike, fly back, land, debrief - but, it is the unique maritime components of each of these areas that require months of training and preparation. Ways of working on land had to be shaped to succeed at sea and entirely new procedures for both the squadron and the ship had to be found and ratified. The aircraft has a narrow undercarriage and a high centre of gravity, her blades do not fold or range quickly and she is simply big and heavy. New processes had to be endorsed and practiced to overcome the operation of what is essentially a land platform in the maritime environment. Additional 'marinisation' of the aircraft from an engineering perspective was required and soldiers had to get used to working in the confines of a ship. Operational flying from a floating platform against a tough adversary would see us fly low level across the sea and over the land to targets allocated to us by NATO for the protection of Libyan civilians. This was demanding aviation, but the squadron was well furnished with very experienced pilots (the average crew had 4560 flying hours at the controls and 310 deck landings) whose tenacity and appetite for the challenge was boundless. Add to this the professional dedication of the Royal Electrical and Mechanical Engineers, Army Air Corps soldiers and RAF technicians (SES) who worked 12 hours on, 12 hours off for the majority of the embarkation and one can begin to appreciate the professional application of the Squadron Group. Everyone knew they were taking part in something new and unusual, from a series of successful exercises the squadron had become capability pioneers in combat. Of course some commentators said it couldn't be done; that it was too risky; that we would be shot down; and that it could not contribute to the campaign - to 656 Squadron that is simply laying down a challenge. To us no problem is insurmountable and we knew we would succeed in Libya. When the day of the first mission came so did media from Sky, The BBC, ITN and several of the print newspapers. Teams from all these sources were embarked because Apache involvement had drawn considerable attention.

656 SQUADRON AAC
Maritime Strike - Army Attack Aviation from the Sea

MAJOR MIKE NEVILLE, AAC, OFFICER COMMANDING 656 SQUADRON.
interest. Our utility was largely seen as a significant contributor to the Influence Campaign. Attack Helicopters are menacing, they manoeuvre in and out of sight and sound at any time of day and in almost all weather. They create uncertainty and deep unease in the mind of the enemy and they are precise with their weapons. With the additional element of surprise by launching from a floating platform capable of moving hundreds of miles a day the new player in the Air Campaign was potent and presented a very difficult problem to the adversary. This was the message we wished to transmit to the Pro-Gaddafi military. Our first mission was to the west of Brega and relatively simple. Nonetheless I shall never forget the anticipation of launch, the low level flight across the sea and the subsequent Hellfire strikes. Everything that happened that night was a new operational experience for us and we had to perform in front of the world’s cameras. We repeated it with growing complexity throughout June, July and into August a further 21 times; thankfully without the cameras. The squadron flew deliberate strike missions across the full breadth of Libya, targeting the Regime’s ability to threaten and restrict the freedom of the civilian population. Each of these missions demanded an impeccable level of professionalism from the Squadron Group. With the deck in darkness and under complete radio silence, the well-drilled Arming Teams and engineers excelled in their efficient and flexible approach to ensuring the timely launch of aircraft. The missions themselves were like no other the Apache Force has experienced, attracting a large number of supporting air and sea assets to ensure success. Flown in darkness, the low level operation of Apache over sea and land and the preparation, co-ordination and proficiency this has required has challenged even the most experienced operators. The enemy was well organized, equipped with sophisticated weapons and, certainly in the first 6 weeks, he was very willing to take us on. However, we prevailed on every mission. Every target was struck, often in the face of significant ground fire, every pilot came home safely and no aircraft were damaged.

656 Squadron is no stranger to life at sea. It was on exercise initially aboard HMS Ocean in 2005 and then in HMS Ark Royal last year that vital lessons were learned which enabled us to adjust so rapidly to the task at hand over the past weeks and months. For this achievement, and our notable work in Afghanistan, it was announced recently that 656 Squadron has been awarded the Master’s Commendation from the Guild of Air Pilots and Air Navigators, an incredible accolade that all who have served with the Squadron are proud. The speed with which we have adjusted to maritime operations and our subsequent successes in the dark skies over Libya could not have been achieved without the huge level of commitment shown by the Ship’s Company, which has facilitated our training, understood our role and closely supported our operational tasking.

The role of HMS Ocean and 656 Squadron Group in the Libya crisis was significant. The Squadron destroyed almost 110 targets with 99 Hellfire missiles and over 4,000 rounds of 30mm cannon. Several missions were flown in concert with Tornado GR4 and Typhoon, with coordinated targeting and weapons effect. Fast decisions were required from seasoned aircrew applying the Rules Of Engagement; knowing when to pull the trigger and when to stop, as well as reacting to enemy fire and neutralizing the source. The courage and tenacity of the aircrew has been humbling - our philosophy is one of meticulous planning and intelligent application prosecuted with a ‘never give up’ and aggressive attitude in combat. Rapidly switching from exercise mode to a war-fighting posture was no small undertaking in the time available, highlighting the determination of those aboard to make this happen and reinforcing the flexibility offered by a maritime platform. The Apache has proven itself to be a potent weapon in the Maritime environment and has demonstrated successfully the concept of Maritime Attack Aviation. The entire 656 Squadron Group and UK’s Attack Helicopter Force thank GAPAN for their continued support and interest.
FLYING THE HAWKER HART
PAST MASTER DUNCAN SIMPSON

Editor’s note. Quite a number of classic Hawker biplanes from the 1930s are now airworthy and are seen regularly at Air Displays. The Hart, Demon and Nimrods are about to be joined by a recently restored Hawker Fury, so it is fascinating to look back to a time in the 1950s and 60s when flying these pre-war aircraft was a very rare and unusual experience for a pilot. In the article below, first published in the Aeroplane Monthly December 1988 issue, Past Master Duncan Simpson describes what it was like to fly the Hawker Aircraft Company’s Hawker Hart.

The Harts and Furies of the RAF in the 1930s had always made a deep impression on me, as they no doubt did on thousands of other schoolboys who wanted to join the RAF and fly. Perhaps they were the most elegant biplanes ever built, and they flew every bit as well as they looked.

Little did I think, as I collected pictures of the Hawker-equipped RAF squadrons in 1938, that 14 years later I should join Hawker as a test pilot and be given the opportunity of flying a Hart.

G-ABMR was Hawker’s demonstrator, built in 1930 as the 13th aircraft on the production line. It had been flown all over Europe on sales and support tours in the 1930s, was used for development work at Brooklands and served during the war as a communications hack between the Hawker airfields and the squadrons. My only disappointment was to see it finished in a dreadful blue and gold colour scheme, and not in the beautiful silver with squadron insignia and polished cowlings as I had remembered the aircraft in its heyday.

‘What was the aircraft like to fly?’ you may ask. ‘Just like a large Tiger Moth’ was my briefing when I first flew the Hart in November 1954. And so, I suppose, it was.

But as you walked round the Hart on your preflight checks you realise that you were about to fly something really exciting, part of our national heritage, a masterpiece of military aircraft design, an aircraft which in its day brushed aside its competitors.

For preference I would begin my preflight check with the port wings, lower and upper, the flying and landing wires, the control surfaces and the leading edge slots. Then I would proceed to the undercarriage, the tyres and the compression struts and the drag strut to the wheel hubs. The next step was a careful inspection of the beautifully polished cowlings, making sure that the fasteners were secure and that the propellor - all 11 feet of it - was undamaged and unblemished. I would see that the chocks were in position and the ropes correctly routed, the starting handles in place. Then it was round the starboard wings and to the rear fuselage to examine the variable-incidence tail, the elevator and rudder, and the special tail-wheel for runway operation.

Entry to the cockpit was straightforward, but care was necessary in placing the left foot on the footrest on the wing; one slip and you could be through the fabric. It was essential to check that some-one was responsible for the fuselage access panel which had to be replaced after the engine starting handles had been stowed. How many times must it have been nearly trodden on, blown away or driven over?

Before climbing aboard, a check was made on the rear cockpit, the security of the harness and for any loose articles. Strapping into the spacious cockpit was straightforward. I was always fussy about the leg loop on the modern adjustable parachute, and I never liked the adjustment of the Sutton harness, which always ended up too high for my liking.

I would make the usual cockpit checks, full and free movement on the variable incidence tailplane and the flying controls; the brakes were applied - careful from now on not to move the rudder with brakes on - the system must be conserved for taxing, take off and landing!

Ready to start: main fuel cock on, and top wing tank selector forward to on. Prime four to six strokes, always a slight leak, petrol on the gloves! Throttle one inch open, ignition and starter switches on. The two stalwarts would start winding like hell, and usually, after one turn of the massive propellor, a brief cloud of smoke and some flame, the engine would fire and settle down to a regular tickover. Careful briefing of the starter crew was of the utmost importance. How to stand, how to wind, how to disengage and climb down off their perch, one foot on the undercarriage strut and one on the wheel. Then the correct route to avoid the propellor and slipstream, the stowing of the handles and safe replacement of the panel. It all had to be done with care. Primer screwed in, starter switch off, gravity tank off and when sure that crew were on the chocks, continue to warm up the engine at 1,200 rpm.

As soon as the coolant reached 50ºC the radiator could be moved, we never moved it cold because of the elbow joints on the coolant system. First impressions? The ridiculously slow turning of the massive propellor and the vibration and occasional shudder from the V12 Kestrel engine transmitted through the airframe. With coolant temperature approaching 70ºC, it was time for a run-up. Check for deadcut...
and open to zero boost. Each magneto in turn, the RPM indicator could swing but an unacceptable mag drop was rare. Each magneto in turn, the RPM indicator could swing but an unacceptable mag drop was rare. A brief run-up to about +2 lb/in boost to check all temperatures and pressures, then back to idle and checks away. Check the brakes, not very effective, but regarded as an aid to ground manoeuvre. Care was always required in taxiing; visibility over the nose was limited. The tailwheel made life easy on prepared-surface airfields, but I always preferred to use grass, it cut down use of brakes and was easier to handle the aircraft, provided there were no holes or other traps which abound on modern airfields.

Checks prior to take-off were trim set, throttle nut tight, fuel on and gravity tank cock on again, radiator 1/3 out (cockpit heat as required!), harness tight and locked, full and free movement of flying controls, and a last minute check of individual magnetos, temperatures and pressures. For take-off, open up to +2 lb/in, a touch of rudder to keep straight and the tail would come up after about 20 yds. The Hart would literally float off the ground and climb away at 70-80 mph, with propeller thrashing away, the loud crackle from the exhausts, the vibration of the flying wires and lower wings and a superabundance of fresh air. At 2000 ft or so level off and throttle back to -2 lb/in boost. Re-check the rather ineffective throttle friction, engine temperatures and pressures, most important of all the coolant temperature, from now on kept at 85-90 C by adjusting the radiator. Turn off the top fuel tank, an interesting operation with the right hand having to reach up through the slipstream. With practice and an aerodynamic hand this became easier! Now for an interesting feature. As likely as not and even on a beautiful clear summer’s day, a gradual drop off in boost would be observed. This non-standard installation of the Rolls-Royce Kestrel engine suffered acutely from carburettor icing. This could be cleared very quickly by simply closing and opening the throttle. A short development programme in 1960 resulted in an effective modification. A de-icing fluid tank was installed, connected to a Kigass pump in the cockpit. The Kigass fed the fluid directly into the inlet manifold. It proved right first time. Let the boost drop off by 2 lb/in, two gentle squirts on the Kigass and hey presto! On some days it needed a squirt every 10 minutes, but on bad icing days it was necessary to take action every 5 minutes or so. None of this course was necessary during demonstrations or when the engine was being handled. In later years we had to be very careful with our Kestrel, bits were unobtainable, and after a failure in 1956 it took 3 years to rebuild it. Derated or not, the performance was more than adequate. At full rating it was spectacular!

Handling the aircraft in the air was straightforward, with well-harmonised controls, light on elevator and rudder. The ailerons were light at low speed but tended to be the heavier control. Roll rates were low, even by contemporary standards, and even with cranked stick it was difficult to apply more than half aileron. Rudder had to be used at all times to keep the aircraft flying with the ball in the middle. The ability to turn and the docility at low speed were quite outstanding owing to the low wing loading. Since the Hart was a two-seat day bomber aerobatics were not a feature and were recommended and the Kestrel engine provided sufficient thrust and the increase in drag and lift made flying easier.

The aircraft could be tedious but it performed loops and stall turns with some credit. For obvious reasons we never spun it.

Now for the circuit and landing. Part of the act to join the circuit was to throttle back in the break to downwind. At a critical throttle setting the exhaust would emit a satisfying crackle. Downwind checks followed with turning on the gravity fuel, lowering the radiator, partly for drag on approach and landing, secondly so that it was ready for cooling during ground handling. The sharp drop in temperature inside the cockpit was a reminder that all heating air was cut off when the radiator was wound out. Brakes were never checked in the air, a stuck-on brake could be disastrous. Vision from the cockpit, although generally good, suffered in a tight circuit with a large cut-off from the top wing. If the visibility was poor in the circuit it was necessary to straighten up occasionally to keep sight of the landing spot. Landing needed care and attention. The Hart would three-point nicely if everything was right. However, a premature touch of the wheels while attempting a three-point landing could result in a stratospheric bounce, followed by smaller ones. It could be wheeled on in a cross-wind but cross-winds were avoided. The aircraft could be controlled in such conditions, but the undercarriage did not like side-loads. On grass airfields one could usually land into wind. If one did choose to land with the tail up, the landing run tended to go on for ever and could provide an anxious moment.

After landing it was straight back into dispersal and a comprehensive check of temperatures and pressures, running for about 2 minutes at 1,200 rpm to stabilize, then throttle closed, mag switches and fuel off. A post-flight inspection of C - ABMR was always difficult to resist, it was such a pleasure just to look at it!

Flying the Hart was an experience never to be forgotten. No wonder that Sir Sydney Camm regarded the aircraft as one of his masterpieces and the committee of experts considered it his favourite. Imagine my feelings then, in September 1956, when I found myself only 600 feet above Wiltshire, in poor weather, with a complete engine failure on my hands. A sudden thump, the engine seized, and on looking behind a thin trail of smoke. I had no alternative but to glide and select a clover field almost straight ahead, it was a steep incline and I missed some telegraph wires by feet. A short landing run uphill, and I came to a silent halt. Nothing was broken and there was nothing superficially to indicate the supercharger seizure due to bearing failure.

The Hart was recovered and the three year search for Kestrel engine spares began. During this time I began looking for a more suitable colour scheme for the elegant machine. Time and again I came up against difficulties, squadron colour schemes that had got lost in history, no colour photography, remember! Sir Sydney took a keen interest. He did not quite know what he did want, but he was adamant that he could not stand the chequerboard markings of some pre-war squadrons. In the end I found a happy solution which he approved of.

In 1932 Hawker borrowed J9941, the ninth production Hart, from No 57 Bomber Squadron and George Bulman flew it to Paris for the Paris Air Show. My task was now to restore G-ABMR to exactly the condition of J9941 as it flew with B Flight of 57 Squadron. I ended up with a file some 2 inches thick! The breakthrough came when I found Gp Capt H N Hampton RAF (Ret), then living in Norwich. He was a most meticulous officer and had commanded B Flight in 1930 - 32. In his logbook was a comprehensive record of the aircraft of his Flight, with details of colours and serial numbers. Suffice it to say that we finished G-ABMR in these colours down to the last detail and in July 1962 I had the greatest thrill in flying it up to RAF Marham for the ceremony of Standard Presentation by HRH Princess Marina to No 57 Bomber Squadron. And who should turn up but Gp Capt Hampton, over 70 years old! I must also mention that in addition to the RAF colour scheme and brightly polished metal cowlings I had found two guns to mount on the aircraft which provided the final touch.

I continued flying J9941 until 1972 when, sadly, it was transferred to the RAF Museum at Hendon where it remains to this day. The argument will continue as to whether we should have continued to fly it, but there it is, safe and sound, for future generations to see and enjoy. I was lucky to have flown it for 18 years and I know that it gave so much pleasure to the thousands who saw it flying. I shall always remember the noise of the engine, the smell, the crackle of the exhausts, the vibration of the flying wires, the carburettor icing, the delicate care required on landing and the visits from Sir Sydney to see his masterpiece, the Hawker Hart.
Most of us will remember HMS Eagle as a Royal Navy fleet aircraft carrier from the 1950s to the 1970s. However the name was also given to a previous, now largely forgotten, carrier three decades earlier. That ship was designed and begun by Armstrong Whitworth in 1913 for the Chilean Navy as the battleship Almirante Cochrane. Work on this ship ceased in 1914 but in 1917 the ship was purchased from the Chileans by the Admiralty for £1,334,358. The hull was then redesigned as an aircraft carrier and was completed in 1924, displacing 22,600 tons, 667 feet long and with a maximum speed of 24 knots. Much of Eagle’s pre-war service was in the Mediterranean with some time on the China Station.

Eagle saw much service in the first three years of World War 2, including transferring some of her Swordfish aircraft to HMS Illustrious for the Taranto raid in November 1940. August 1942 found Eagle taking part in the famous Operation Pedestal, taking essential supplies to the beleaguered fortress island of Malta. This was a strategically vital convoy, escorted by four aircraft carriers, two battleships and numerous other warships. Eagle had on board 16 Sea Hurricanes of 801 Squadron, commanded by Lt Cdr Rupert A Brabner, MP, RNVR. On 11 August at around 12.35 a large group of enemy aircraft were reported approaching the convoy. Eagle flew off four Sea Hurricanes, piloted by Lt Cdr Brabner and Sub Lieutenants Hutton, McDonald and Hankey - they were joined by other Sea Hurricanes from HMS Victorious.

At 13.11, 584 miles west of Malta, Eagle was struck by a salvo of four torpedoes from U.73, commanded by Kapitanleutnant Helmut Rosenbaum, who had slipped under the destroyer escort. The torpedoes struck at 40ft spacings, all abreast the port engine room. Eagle took on an immediate list to port which increased rapidly and she sank at 13.15. Two officers and 158 ratings were lost but 927 of her company, (including Captain Mackintosh) were picked up by nearby British ships. Meanwhile the Sea Hurricanes were heavily engaged with enemy bombers, claiming several victories - on return they found that Eagle was gone. McDonald recovered onto Indomitable and the other three onto Victorious. U.73 crept away at 500 ft depth, her hull creaking, avoiding some furious depth charging. Later Rosenbaum was awarded the Knights Cross of the Iron Cross for his skilful attack.

The next day Victorious launched Sea Hurricanes again, including one flown by Hankey - this time he did not return and is regarded as the final casualty of the sinking of HMS Eagle - he received a posthumous Mention In Despatches. Michael Hankey was born in March 1916, the second son of the Revd. Basil Hankey and Mrs May Hankey of Tarrant Hinton Rectory, Dorset. He was educated at Marlborough College and Trinity College Oxford where he read Politics, Philosophy and Economics (PPE), but only for one year - he was not cut out for the academic life but it seems made up for it as a pilot. He was married to Third Officer Elizabeth Grace Hankey WRNS and is commemorated on the Fleet Air Arm memorial at Lee-on-Solent.

Eagles’ War - The War Diary of an Aircraft Carrier - Peter C. Smith
Pedestal - The Malta Convoy of August 1942 - Peter C. Smith
Warship Profile No 35 HMS Eagle - David Brown