### Guild Diary

#### June 2012
- **3** Garden Party
- **7** Pilot Aptitude Assessment
- **12** 2nd Technical and Air Safety Committee Meeting
- **13** Environment Committee Meeting
- **14** 3rd GP & F Committee Meeting
- **14** New Members’ Briefing
- **25** Election of Sheriffs
- **26** Trophies and Awards Committee Meeting

#### July 2012
- **3** Benevolent Fund Board of Management Meeting
- **4** Guild Charity Kart Racing Team Event
- **10** 2nd Education and Training Committee Meeting
- **11** Summer Supper Party
- **12** 4th GP & F Committee Meeting
- **12** 2nd Court Meeting
- **tbc** Guild Sunday

#### August 2012
- **9** Pilot Aptitude Assessment

#### September 2012
- **11** 3rd Education and Training Committee Meeting
- **13** 5th GP & F Committee Meeting
- **13** 3rd Court Meeting
- **27** Guild Luncheon Club
- **27** Sir Frederick Tymms Lecture

#### October 2012
- **1** Election of Lord Mayor
- **4** Pilot Aptitude Assessment
- **9** 3rd Technical and Air Safety Committee Meeting
- **11** 6th GP & F Committee Meeting
- **23** Environment Committee Meeting

#### November 2012
- **1** Trophies and Awards Banquet

#### GUILD VISITS PROGRAMME
- **15 June** Windsor Castle
- **28 June** CFS RAF Cranwell
- **29 June** Flying Legends Duxford
- **3 July** MPS Amsterdam
- **19 September** Lasham

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:** On 14th March the Grand Master, HRH The Prince Andrew, Duke of York, was granted the Freedom of the City as an Air Pilot and Air Navigator (his mother company). See News Round Up for further details of the event.

Photo courtesy Hannah.Rumney@cityoflondon.gov.uk
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**FREEDOM OF THE CITY FOR GRAND MASTER.** On 14th March the Grand Master, HRH The Prince Andrew, Duke of York, was granted the Freedom of the City as an Air Pilot and Air Navigator (his mother company). The City Remembrancer conducted the Freedom Ceremony. This was immediately followed by a Livery Investiture conducted by the Prime Warden of the Shipwrights, Admiral Sir Jock Slater, whereby HRH became a Liveryman of the Worshipful Company of Shipwrights. The Shipwrights kindly invited a few members of the Guild’s Court to witness the Freedom and Livery Ceremonies and the Master, Master Elect, Warden Pooley, Past Master Rear Admiral Cooke-Priest and the Clerk all attended.

**SO FEW.** The Controller of the RAF Benevolent Fund, Air Marshal Sir Robert Wright (recently elected as a Court Assistant) presents a copy of ‘So Few’ to the Master at the Headquarters of the Fund at 67 Portland Place. Afterwards the Master, Master Elect, Past Master Peacock-Edwards and the Clerk were given a tour of the Fund’s newly refurbished offices. The copy of ‘So Few’ will be lodged in the Guild’s library at Cobham House.

**GUILD LUNCHEON.** Ninety Guild members and their guests, including the Master and his Lady, sat down to an excellent lunch in the RAF Club on 26th April, organised as ever with great skill by Liveryman Air Commodore David Wilby. Afterwards they were entertained by Past Master Air Commodore Rick Peacock-Edwards who spoke about ‘Life in the Fast Lane’. His reminiscences of his varied and exciting career as a fighter pilot, starting with his school days in South Africa, his flying as a young first tour Lightning pilot (which included escorting HRH The Princess Ann to a Summer Ball), becoming a QFI, flying the Phantom and introducing the Tornado F3 into service and ultimately his involvement in RAF and Air Display flight safety were humourously delivered and fascinating to listen to. Many Guild members continued to debate some of the points he raised subsequently in the Running Horse bar.

**GUILD LIVERY DINNER, 2012.** The 2012 Guild Livery Dinner was held on 24th May in the Drapers’ Hall, the Guest of Honour was Dame Deirdre Hutton, Chairman Civil Aviation Authority. A full report will appear in August Guild News.

**NOMINATED TRUSTEES OF GUILD CHARITABLE TRUSTS.** The current list of nominated Trustees of the Guild’s Trusts are:-

- Air Safety Trust: Professor Diana Green, Past Master Captain Jock Lowe, Past Master Dr. Michael Fopp.

**APPOINTMENT OF DIRECTOR OF AVIATION AFFAIRS (DAA).** The appointment is announced of the first incumbent of the post of Director of Aviation Affairs (DAA), Upper Freeman John Turner BA(Hons) FRAeS. John Turner’s career started in the RAF, where he flew F4 Phantoms and Hawks. He was awarded the Queen’s Commendation for Valuable Services in the Air for safely landing a Hawk after suffering engine failure after take off at night. After attending the Empire Test Pilots’ School in 1986 he commanded the Experimental Flying Squadron at RAE Farnborough. In 1990 he joined BAE Systems as a project test pilot, being involved with Tornado (1990 - 1992), Eurofighter (1992 - 2000) and Nimrod (2000 - 2003). In 2003 he became Chief Test Pilot, Nimrod and Strategic Aircraft and in 2005 was appointed as Director of Flight Operations, a post involving a wide range of flying and associated administrative and personnel responsibilities which he held until 2010. He was awarded the Derry and Richards Medal in 2005 and has served as a member of Flying Control Committees at a wide range of UK airshows; he is currently Chairman of the Flying Control Committee for the Farnborough International Airshow. He is a Shuttleworth Trust display pilot, displaying vintage aircraft throughout each summer. He took up his new appointment as the Guild’s Director of Aviation Affairs on 1 May.

**NEWS FROM BAHRAIN.** Liveryman Yvonne Truemann took to abseiling on 23rd March in aid of Dreamflight, the charity which takes very sick children to Orlando for a holiday of a lifetime, organised by the staff of British Airways (BA). Dreamflight was started in 1987 by Yvonne’s brother Derek Pereira, a BA Flight Engineer. In 2000 the charity moved to Bahrain and since then 2 children each year are flown to London to meet up with other children before going on to Orlando. This was Yvonne’s fourth abseil, 150 feet down the Best Western Hotel; she now says she has her eye on abseiling down Canary Wharf.

**Corrections to April Issue of Guild News.** A couple of unfortunate errors crept into the April edition of Guild News and escaped the eagle eyes of the proof readers. The photograph on page 4 shows Captain Doug Evans DFC receiving his bottle of malt whisky in celebration of his 90th birthday, not the retiring secretary John Mason. The article on page 26, GAPAAN Young Members visit NATS Swanwick, was written by Stuart Brown, not Ludo Forrer.

**REX ABBOT SMITH.** Guild members will be saddened to hear that Rex Abbot Smith, a Warden of the Guild 1970 - 1973, died on 14 April. A full obituary can be found on the Guild’s website.

**APPOINTMENT OF TRUSTEES TO BOARD OF TRUSTS.** The current list of Trustees and their respective Trusts are:-

- Guild of Air Pilots Benevolent Fund: Assistant Captain John Robinson (Chairman), Warden Squadron Leader Chris Ford, Past Master Ron Bridge, Squadron Leader John Davy, Assistant Captain Chris Spurrier and Group Captain Tom Eeles. The Master Elect is an ex officio Trustee.
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My installation on the 19th of March was a day to remember and it was a personal pleasure to be able to share the occasion with my close family who have given me such encouragement and support. The next day I had the pleasure of opening and closing proceedings at the Livery Schools Link held at The Worshipful Company of Apothecaries. The LSL as its name suggests is all about providing opportunities for schoolchildren and as such many Livery Companies were on hand to show their various skills and professions. It was a most successful day with many London schools attending and the GAPAN stand was very popular largely because of the Guild team so ably led by Assistant Dacre Watson.

On the 21st March I had the honour of an audience with our Grand Master, The Duke of York, at Buckingham Palace. I was accompanied by the IPM, Wally Epton, and Paul Tacon the Learned Clerk and it was an opportunity for His Royal Highness to bid adieu to Wally and to welcome me. HRH takes a great interest in all matters concerning aviation and the Guild and we had a most stimulating conversation over an hour for which, given his very busy programme, we were enormously grateful.

On the Thursday evening of this first week in office Caroline accompanied me to a City Dinner for Masters of Livery Companies hosted by the Lord Mayor at Mansion House. Aside from being a wonderful occasion it gave me a unique opportunity so early in my year to meet so many of the other Masters. Concluding the week, I was accompanied by the IPM, Wardens and Learned Clerk to the United Guilds service in St Pauls Cathedral after which we were hosted to Lunch by our friends in the Worshipful Company of Fannakers.

On Sunday 25th March I represented GAPAN at the Royal Air Force Annual Church Service at St Clement Danes and afterwards at a reception at the Courts of Justice. So ended a memorable first week as your Master!

The rest of this first period has been just as busy I would highlight a few significant events.

At Cobham House I was able to join Liveryman Sandy Howard, on a visit to UK from Australia, when he took part in one of the regular Australian Region telephone conference calls with the rest of the Australian Executive Committee. Given the distances in Australia this novel and efficient means of bringing their team together greatly aids the workings of the region, and I am grateful to Chairman Sue Ball for letting me take part - I learned a lot!

Together with Past Masters Mike Bannister, Michael Fopp and Assistant Dacre Watson I was privileged to be on board HMS Illustrious for three days at the invitation of Captain Martin Connell RN. There is a separate photo report of that visit in this issue of Guild News but I would be remiss if I did not mention, and thank publicly, the crew of this great ship who looked after us so well. We were able to see at first hand the operations of the ship as it transited from Portsmouth to Loch Long in Scotland and I cannot speak too highly of the professionalism and enthusiasm of the people with whom we came into contact.

I was delighted to accept an invitation to a Court Dinner with the Worshipful Company of Gunmakers at the historic Armourers Hall where my wife and I enjoyed a most pleasant evening.

Finally on the 26th March the Luncheon Club once again had a full house at the RAF Club to listen to Past Master Rick Peacock-Edwards give an entertaining talk on 'Life in the Fast Lane.' Given his experience on such aircraft as the Lightning (his favourite), Phantom and Tornado we were not short of anecdotes. Following the luncheon we repaired to the Royal Aeronautical Society to listen to a fascinating Cobham Lecture given by Ed Strongman on Flight Testing the Airbus A400M. It was an excellent evening for which we are most grateful to Ed, and it was also a particular pleasure to welcome no less than 28 Masters of other Livery Companies to the event.

I got also got airborne a couple of times....
The subject of this year’s Sir Alan Cobham lecture was Flight Testing of the Airbus A440M military airlifter given by Ed Strongman, Chief Test Pilot Airbus Military and winner of the Guild’s Derry and Richards Memorial Medal in 2011. No fewer than 28 Masters and Prime Wardens from the other Livery Companies attended the lecture which was held in the Boeing Lecture Theatre at the Royal Aeronautical Society’s Headquarters. Guild members had heard about the A400M project at two previous Guild Luncheon Club lectures so it was particularly interesting to hear about current progress and activity. Ed Strongman began by outlining the A400M’s capabilities. He emphasised that it is a ‘truck’ capable of airlifting a load of 37 tonnes, equivalent to 37,000 cans of beer! It offered double the range of a C130 typically operating from Brize Norton, cruising in the speed range of .68M to .72M. As a tanker it is able to refuel both fast jets and helicopters, it can operate from rough strips and has airdropped parachutists from both side doors and the ramp up to an altitude of 40,000 ft. The cockpit architecture is based on the A380 super-jumbo but with added military facilities which require an additional 110 switches. There are currently seven customers for the aircraft, all with different requirements. The UK, with an order for 22 aircraft, will have four different options but no tanker version.

Ed then outlined the wide range of flight test work that had already been done and about to be embarked on. There are two flight test centres at Toulouse and Seville; so far some 3000 flying hours and 1000 flights had been achieved. Stall investigation was particularly interesting, with some extremely high angles of attack (AOA) being achieved, illustrated by some fascinating video. There was concern about stall recovery at high A0As with the very tall T tail configuration so a rocket thruster fitted into the rear fuselage and pointing down was developed to assist recovery; video of a ground test firing of this device was most attention grabbing! Work on icing protection, emergency evacuation (115 paratroops, 1 jumpmaster, 1 loadmaster and aircrew in 90 seconds), NVG/FLIR systems, formation flying and Air to Air refuelling (AAR) as a receiver from a VC10 were also described in graphic detail. Video of rotation at minimum unstick speed and take offs through standing water were also shown. A number of engine unserviceabilities had been experienced but without any problems. Further work in 2012 will include clearance for grass runway operations and the AAR tanker role. First delivery is scheduled for early 2013, to the Armée de l’Air in France.

In summary, Ed is convinced that despite the lengthy gestation period of the A400M those air forces that had ordered it will be delighted with the product. It would be robust, reliable and fills the gap between the ubiquitous C130 at the lower end of the scale of transport aircraft and the more costly C17 at the top end. The lecture concluded with a vigorous question and answer session. Warden Chris Ford closed the lecture by thanking Ed for his excellent, professional and enthusiastic description of what will soon be a very significant addition to many air forces’ inventories, to acclaim from the audience. The lecture was followed by a reception.

The Airbus A400M military transport
CHAIRMAN’S REPORT OF THE 1st MEETING OF THE EDUCATION & TRAINING COMMITTEE IN THE 2012/13 SESSION
COBHAM HOUSE, TUESDAY 10 APRIL 2012
LIVERYMAN LLOYD WATSON, E&TC CHAIRMAN

As this meeting was the first I have chaired I took the opportunity to thank Warden Dorothy Pooley for her commitment to the work of the committee as the previous Chairman.

The Cameo presentation was from the City & Guilds in order to better inform the committee on the Flight Deck Training Project which is a Higher Apprenticeship Framework for Pilots. The ET&C are committed to contributing where possible in the creation of an apprenticeship scheme for Pilot Training.

There were 12 candidates at the Pilot Aptitude and Assessment session 23rd February but only 4 candidates on the 12th April session. One challenge for the committee will be to raise the profile of the independent assessments to maintain a credible throughput of candidates.

Guild Promotional Activities remain active and well supported by Guild Young Members. It was emphasised at the meeting that despite concerns over advocating a pilot career when job prospects are limited we continue to promote the profession with unbiased advice which includes a view of potential employment opportunities.

The Flying Awards Sub-committee reported that there had been 400 applications for the 4 PPLs and 8 will be called to interview on 1st May. Of the 51 applicants for the 4 FIR(A)s, 8 will be called to interview on 3rd May. Of the 24 applicants for the 2 GYM Gliding scholarships, 6 will be called to interview by 3 GYM members on 2nd May. Applications for the 3 Bursaries had been reviewed earlier in the day by the Instructors S/C. There were no applicants for the aeroaetics bursary so 1.5 instrument rating restriction removal bursaries had been awarded in addition to one multi engine rating bursary. Applications for the ATPL Ground School scholarships close on 31st May, and the 2 JOCs on 31st August.

With respect to Loss of Control training and as a result of contact from the now IPM, a meeting had been held with the Flight Training Standards section of the CAA. The CAA appeared to welcome the Guild’s efforts to investigate and draft remedial policy in this area.

The committee and representative reports were discussed with the following of note:

- Instructors Sub Committee – Visual Navigation paper ready for printing by the next E&TC.
- Livery Schools Link – The Livery Schools Link showcase event held at the Apothecaries Hall on the 20th March was a great success with the GAPAN Master guest of honour, event opener and speaker.
- EASA – From the 4th FCL Partnership Group it is clear that many Member States lack the UK’s pragmatic approach to rulemaking and that the UK CAA has clearly worked harder than any other national aviation authority towards the introduction of EASA part-FCL pilot licensing requirements. Other NAAs are using the UK CAA’s templates for their own pilots.

With the meeting business at a close Dr Emma Poulter, widow of Flt Lt Egging who was killed in a red Arrows crash at Bournemouth last year spoke about the Jon Egging Trust established in his memory, to ‘help young people achieve’.

TECH NOTES MAY 2012
PAST MASTER CHRIS HODGKINSON

Since this is my last Technical column before I stand down from the post of Technical Director after some 15 years, I thought I would finish by giving you a ‘How Gozit’ on a few of the matters which we are and have been addressing:

- Decimal Offsets. This is a Guild proposal to permit aircraft to fly right of track by up to a mile to avoid the sort of head on collision that occurred in Brazilian airspace and has been narrowly avoided elsewhere. The concept has been accepted by ICAO in principle, but the speed of introduction is something slower than glacial.
- Harmonisation of and raising of Transition Altitude. As many of you will know the Guild has been pressing for such changes for many years. It has been accepted in principle by the Directorate of Airspace Policy and is out for consultation.
- Access for UAVs into both controlled and uncontrolled airspace. A recent Guild authored research paper postulated that the actual risk of collision in Class G airspace is much greater than had been assumed. There is further research in progress to define a suitable ‘sense and avoid’ system to be fitted to a UAV in order that it might be able to operate in Class G.
- Loss of manual flying skills/over reliance on automation/LOC-I. This has been a major concern for the Guild for some years. As a reminder, the Guild paper on Handling Automated Aircraft is on the Guild website under Aviation Matters/Guild Policy and Comment/Study Papers. A fascinating and very timely American Airlines lecture on ‘Not overusing Automation’ can be found at: http://www.youtube.com/watch?v=h3kRFM2zMLk&feature=youtu.be
- Flying Training Apprenticeships. For some 15 years, the Guild along with other aviation bodies, has been attempting to persuade Government that an individual paying for professional training should not pay VAT - we have failed. A more promising avenue is being pursued currently, through the auspices of City & Guilds - A Higher Apprenticeship Framework for Pilots. It is hoped that this will create a more accessible route to becoming a commercial airplane pilot by developing a new training and qualification pathway for aspiring pilots as a credible alternative to high cost privately funded pilot training.
- Aptitude Testing for aspiring commercial pilots. The use of the Cranwell testing facilities was initiated in 1995 by my predecessor, Past Master Clive Elton, who was dismayed by the standards of some self-funded students he was being asked to train. Since that date some 1200 candidates have taken the tests and then been advised by one of the debriefers as to the likelihood of success under training. All the major FTOs have come to realise the sense in pre-selection and now offer aptitude testing for free as part of their marketing. As a result the number of candidates coming through the Guild has dropped considerably.

Some new items:
- Laser attacks. Both the CAA and BALPA have issued advice on how to deal with a suspected Laser Attack. The information may be found at: http://www.balpa.org/Emergency-help/Laser-Attack.aspx
- VFR at night. The CAA intends to implement VFR at night from 8 June 2012. The CAA will issue a General Exemption against Rule 20 of the UK Rules of the Air for the period 8 June 2012 to 4 December 2014 in order to achieve this. Conditions within the exemption will ensure that the requirements are consistent with those considered relevant within Part-SERA. In simple terms, it will not be necessary to hold an Instrument Rating.
- CAP 804: Flight Crew Licensing: Mandatory Requirements, Policy and Guidance Notifying the UK requirements for pilot licensing and also a guide to the new European licensing requirements. Effective on 1 July 2012; LASORS will be withdrawn. CAP 804 will be amended by re-issuing, adding and deleting individual pages as required.
Can you ride a horse? Allegedly that was the question put to budding Royal Flying Corps pilots in World War I. Coordination was the name of the game and the skills of hand, eye and foot required in horse riding provided a pretty good indication.

Things were different by the second World War and when it was discovered that more pilots were being killed whilst training than at the hands of the Luftwaffe, the Royal Air Force approached Cambridge University to produce some sort of aptitude test in order to better predict whether a young man was likely to both survive and succeed in flying training.

Pilot aptitude tests have therefore been around for over 70 years. During that period the Royal Air Force has led the world as the continual development and validation has meant not only a greater success rate but inevitably a lower accident rate too. Cost saving has been another huge benefit which makes it all the more surprising that in the commercial pilot training world it took so long for pre selection to become the acceptable norm.

It is true that in the early sixties aptitude testing was an essential element in selection at the College of Air Training at Hamble. The sponsoring airlines of BEA and BOAC clearly did not want to waste money on paying for hopeless cases. However where student pilots were self funding there was no such requirement and many of the flight training organisations of the time were content enough to take the money off highly motivated young men and women, not all of whom were ever going to gain a professional licence, or even worse qualify only to find that they were continually at the very limits of their ability.

Here then was a situation where not only were some pilots struggling to maintain the required standards but there was a major safety issue too. A fatal accident involving a regional airline in the early nineties brought the matter to a head as it was known that the Captain was to say the least marginal and the co-pilot was very inexperienced.

So it was that in 1994 a small group from the Guild visited the Officers & Aircrew Selection Centre at RAF Cranwell to enquire as to whether it would be possible to use the aptitude testing facility there for would-be commercial pilots. A presentation was laid on and it became evident that a suitable battery of tests appropriate to commercial flying was available and that for a moderate charge the scheme could be initiated.

The tests all conducted on computers, examine three main domains, coordination, spatial awareness and capacity. From an initial battery of five tests advantage has been taken of developments and currently the battery consists of six tests with the modern flight deck in mind, in addition to the all important basic skills.

Since the first session in 1995 over twelve hundred candidates have completed the Guild tests including three full selection programmes for Airtours where the interviewing was conducted by a team of Guild members experienced in pilot selection. Subsequent feedback from Airtours was extremely positive.

In 2001 the SBAC, then the organisers of the Farnborough Air Show, invited the Guild to participate in a youth pavilion at the 2002 show where it was assumed that the Cranwell tests would be made available. Not surprisingly the RAF would not release the equipment for very understandable security reasons. An approach to Psytech Ltd of Biggin Hill, who had been responsible for some of the Cranwell tests and were, and indeed still are, world leaders in their field, proved entirely successful. Over a period of four months a battery of four tests were developed for the exclusive use of the Guild and thanks to the generosity of the managing director, Alan Kitching, there was no charge.

Now ten years on the tests are still in frequent use having not only been used at every subsequent Farnborough Air Show but also at the Professional Flight Training Exhibitions sponsored by Flyer magazine and also careers functions organised by the Royal Aeronautical Society. Apart from providing an opportunity for visitors of all ages to test their aptitude skills it is also a huge attraction and is one reason why the Guild stand is always one of the busiest. The team of Guild members offering careers advice is kept very busy as a result.

The success of the scheme has been responsible at least in part for a culture change, in that all the major flight training providers have since insisted on pre selection, where candidates are subjected to a variety of written tests in addition to computer based aptitude tests. This has brought about a considerable reduction in applicants for the Guild scheme in spite of it being completely independent, there being no requirement to fill courses. The one to one debriefing is a most important feature of what the Guild has to offer where the implications of the candidates performance can be fully discussed and appropriate advice offered.

The viability of the scheme has been in question for some time due to competition from the several commercial schemes available. The cost to the candidate, currently £155, and the location of RAF Cranwell could be viewed as a disadvantage but there is now the opportunity to adopt a new battery of tests fully geared to present and future operation of commercial aircraft and certainly far superior to anything else available. The new contract could see a reduction in the charge made by the RAF and that would also include accommodation and meals in the candidates mess.

The Guild team of assessors has over the years involved a considerable number of highly experienced pilots who have given willingly of their time. In recent years with Mike Glover as administrator supreme the team has consisted of Dick Felix, Peter Rolfe, Gil Gray, Malcolm Hunt and Nick Goodwyn, thus providing experience of both military and commercial flying.

The success of the scheme lies in the fact that the candidates with low scores go home with a clear idea as to whether it is worth investing huge sums of money in training for a career which really is not for them. Something approaching a quarter of all those who attend are advised to think again whereas about the same proportion who achieve a high score can go away confident of their potential. The remainder at least have a realistic idea of their natural ability and depart armed with the most appropriate advice and encouragement.

PILOT ASSESSMENT SCHEME
PAST MASTER CLIVE ELTON

The Officers & Aircrew Selection Centre

Adastral Hall
In early April the Master and three Guild members (Past Masters Michael Fopp and Mike Bannister plus Assistant Dacre Watson) were invited to spend a few days aboard HMS Illustrious in order to watch at first hand the work-up to the joint exercises which would take place later in the month. The ship sailed from Portsmouth to Loch Long on 12 April, spending that day and the next sailing through the Channel and up in to the Irish Sea during which time not only were we introduced to the many activities of ship-board life, we also had very generous access to the bridge and air traffic control centre.

Rather than write a long piece, we thought it would be more expressive simply to allow the photographs to “do the talking” for us.

It was a wonderful, if brief, insight to the work the Royal Navy does and we are deeply grateful to Captain Connell, his senior officers and the ship’s company as a whole for their unstinting kindness throughout the whole trip.
Apache, rotors folded, going down on the lift

The RN’s version of the Merlin

Heading towards Ailsa Craig, Apache spotted in Fly 1

A typical navigation console, note light lunch included

Apache landing on

A view of the engine control compartment

A Sea King Commando lands on

The Captain entertains the Guild visitors
Gazette

APPROVED BY THE COURT ON 10th MAY 2012

ADMISIONS
As Upper Freeman
Lieutenant Colonel Christopher Lee CANADA (NA)
David Charles CONNELL (AUS)
Rear Admiral Tom Anthony CUNNINGHAM
Major Geoffrey MIEDEMA (NA)
Captain John NICHOLLS (HK)
Major Matthew Philip NOBLE-CLARKE
Andrew John PERRY (AUS)
Lieutenant Colonel Lendy Gray RENEGAR (NA)
Gerard Paul STREET (AUS)
Captain Graham STRUFTT
Michael Charles WAGGITT (AUS)

As Freeman
Dr Ian Ronald EDMONDSON
James Andrew HARDIE
Andrew David REOHORN

As Associate
Aaron Atode ACHOBRA (NA)
Marcus ALMEIDA (GYM)
Mohammed AL-SAMAK (NA)
Brooklyn Albert Joseph ANDERSON (NA)
Joseph Richard AUDCENT (GYM)
Gabriel Antoine ESPEUT (NA)
Ryan James FIELDING (NA)
Douglas Dean GIBSON (NA)

Linda Mary PAULKNER
John Alfred FRANCIS
David Thomas GIVEN
Nigel Darren HOUlt
Kenneth LYNDON DYKES
Richard MANSFIELD
Lynda MEEKS (NA)
Timothy John PERRIOTT
Matthew NICHOLSON
Michael John NORMAN
John TAYLOR
Andrew WALTON
Michael Griffiths WOOLLARD
Johnny Yu Xing ZHANG (HK)

FORFEIT ALL BENEFITS
Raphael AU
Kudzani CHIKOHORA
David DUCKWORTH
Peter JOSLIN
Graham KEDDIE (OS)
Bruce KEIGHTLEY (OS)
Brian MARTIN (OS)
Michael PEARSON
Nicholas Ian Michael SEWARD
Stephen SKIPWORTH
Nicholas SKIPWORTH
Jason TERRY (OS)

ACCEPTANCE OF NOMINATED ADMISSION
As Upper Freeman
Colonel Sonny P BLINKINSOP (NA)

To Livery
Captain James David Anthony SHIELDS

REGRADE

To Carrington
Valma June PERRY (AUS)
Rex Abbott SMITH

DECEASED

Ross Edward CARRINGTON (AUS)

ACKNOWLEDGED BY THE COURT 10 MAY 2012
BLETCHELEY PARK VISIT

Dr. John McAdam, PhD, MA, BA (Hons), FRGS Producer/Director/Writer

Bletchley Park or BP as it is colloquially known was the venue for a visit by thirty-six members of the Guild organised by Warden Chris Ford. To give this establishment its full title, it is the Government Code and Cypher School (GCSC) which was situated at Bletchley Park in the old established market town of Bletchley. Since the creation of the new town of Milton Keynes Bletchley has become a suburb of this modern creation. To add a further deception to the high security of Bletchley Park all letters and parcels for GCSC at Bletchley Park in Buckinghamshire were simply addressed to Room 47, The Foreign Office, London. I do not know how many postmen it fooled but it certainly fooled the Germans because in four years of war, Bletchley Park and its outstations remained Top Secret establishments. None were ever compromised or even bombed. Latterly of course, the Media have given it yet another name, ‘Station X’.

Our military masters gave great thought as to the location of GCSC. It was situated on the main railway line between Oxford and Cambridge where all the country’s finest mathematical brains were to be found. It was also located 42 miles north of London just off the old A5 between Stony Stratford and Fenny Stratford and in the countryside well away from London and other wartime city and industrial targets. Bletchley (Rail) Junction was also on the mainline north from London, which was ideal for staff transportation and with a good trunk road in the A5, ideal for motor cycle despatch riders to carry Top Secret material back and forth. In addition, Bletchley must be the furthest point from any British coastline, which was a great deterrent to the enemy from landing storm troopers from a U-boat, followed by a 100 + miles forced march at night, blow-up GCSC and a return forced march at night back to their U-boat. Strategically, this was not a very practical proposition. During WW2, 10,000 + personnel worked at Bletchley Park and its outstations and the fact that in those four years how those people kept that secret still amazes me. I still recall being told, “A secret is only a secret when it is known to only three people, two of whom are dead”.

The main house was situated in fifty-five acres of parkland and was bought in 1883 by Sir Herbert Leon, a City of London banker and remained as the Leon family’s English home for many years. Sir Herbert travelled around Europe extensively and the architecture, both exterior and interior reflects his changing tastes as he visited many European cities.

Each time he returned from Europe he added an extension to Bletchley Park in the architectural style of the city he had recently visited whilst the opulence of the wood-panelled interior and gilded ballroom is indicative of the status of a succession of wealthy Victorian Leon family bankers.

Originally, all foreign encrypted signals traffic had been dealt with by the GCSCs, the code-breaking arm of the Foreign Office, based in Broadway, around the corner from Whitehall. In the mid-1930’s the German political scene was becoming dangerous and war was considered so imminent that a decision to move GCSC well out of the capital was agreed. In 1938, a small team of property developers, led by Captain Faulkner, made the highest bid for the estate and a deal was placed on the table. Admiral Sir Hugh Sinclair, then head of MI6, was so frustrated by the lumbering Whitehall interdepartmental bureaucracy, that he pre-empted it and bought the house and estate out of his own pocket. The highly secret code breaking arm then established itself in these 55 acres of the Buckinghamshire countryside and as ‘from little acorns, mighty oak trees grew’, the department grew into an estimated wartime population of 10,000 plus.

While I hesitate to take away any of the well deserved credit from the ‘Code Breakers’ at Bletchley Park, I feel I must remind readers that the ‘Code Breakers’ were only a link in the Signals Intelligence chain. This very important link of breaking the codes was situated in Hut 6, where men with brilliant mathematical minds were employed, such as Alan Turing, Gordon Welchman, Sir Stuart Milner-Barry and Hugh O’D Alexander, who were known as the Cambridge quartet. I feel I must also mention Senior Officers such as Sir Alistair Deniston, who was head of Bletchley Park during the very early years of the war and was also a young cryptographer in WW1, Sir Harry Hinsley, Group Captain Fred Winterbotham, Dilwyn Knox and Dennis Babbage, whose father Charles invented the ‘Mechanical Computer’. We also owe a great debt of gratitude to those Polish gentlemen who brought their original Enigma machine to this country in 1938/39.

There was one very important link in this chain ahead of Bletchley Park and two equally important links following Bletchley Park’s successful code breaking. The first very important and necessary link was the supply of information covertly obtained from the airwaves and ground linealities by the ‘Y’ Service, without which Bletchley Park could not operate. The Civil Service of old always had to designate a department with a single letter, so when they had to proscribe a single letter for the ‘Wireless Intercept’ department or ‘W.L.’ they naturally gave it ‘Y’. These ‘Y’ stations were designated not so much by...
geographical location but by 'Field Strength Measurement' tests or where the specialists at receiving Morse signals and at signals training school they had to achieve accuracy while receiving at 25 words per minute. They had already achieved high marks in IQ tests before selection for training and now they were jamming, aerial changing and frequency adjustment while all the time taking down the Morse transmissions. The German trained wireless operators were possibly the best in the world and as with their character their 'Morse Keying' was very precise and staccato, but like all operators worldwide they had an individual and identifiable idiosyncrasy, called a 'Fist'.

Over the airwaves, this 'Fist' could identify an operator as surely as his/her own fingerprint and Signals Intelligence could therefore identify his unit or command and with 'Direction Finding' equipment could therefore confirm this intelligence. Some 'Y' stations, such as Chatham on the River Medway, were considered too vulnerable to German attack. For the same reason that GCCS Whitehall was moved to Bletchley Park, so Chatham was moved to a safer haven at Beaumaris. This shorter distance was more practical for Dispatch Riders bringing 'Y' Service intercept documentation to Bletchley Park. In 1939 the Royal Air Force built a very large and successful 'Y' station at Chicksands, also very close to Bletchley Park and I am also familiar with a 'Y' Service station at Sutton Valence.

The next link in the chain is translation. The code would be broken and plain language would appear on paper, but this language would obviously be of the originating enemy, German, Italian or Japanese. This then had to be translated into English and so was passed on to Hut 3.

This English translation would then appear on paper and was forwarded to another department who would decide; 'Who would like this information, without compromising the whole Bletchley Park intercept set up'. This posed a tricky problem, because whenever we are told something, we tend to ask “Where did this information come from, is it primary or secondary source, and how did you come by it?” Obviously, no such information could be given without compromising the entire 'Signals Intercept' set up, and Bletchley Park was not a publicity-seeking organisation.

Mr Peter Wescome, our excellent and knowledgeable guide, who wasn’t quite old enough to have served during WW2 but did serve in Signals Intelligence during the Korean War, then took us on a Grand Tour of the grounds, which surround the main house. Our first 'Hut' of call was Hut 6 where we observed where cryptographers such as Alan Turing, Gordon Welchman, Sir Stuart Milner-Barry and Hugh O’D Alexander put their collective mathematical brains together to break the German, Italian and Japanese codes. It was tragic to learn of the fate of Alan Turing, a brilliant mathematician, breaker of German codes and inventor of the Bombe, who was also a self-confessed homosexual in the days when it was deemed a criminal offence. Although he was never charged or convicted with any offence his acknowledgment was sufficient to prove his guilt and he was harassed by the authorities and subjected to official 'Chemical Castration'. The social and official pressures overcame him and he took his own life, using a cyanide pill with Manchester, Alan Turing’s home city, very much later named a street in his honour - Alan Turing Way. Hugh O’D Alexander, The Daily Telegraph’s Chess Correspondent for many years continued his work with GCHQ Cheltenham. At the height of the Cold War Hugh beat the Russian Chess Champion at the Hastings International Chess Festival. The Russian team demanded a re-match in Moscow - the British Government declined the offer. Peter Wescome then took us through the pouring rain to admire COLOSSUS, that magnificent ‘Heath Robinson’ type machine developed by Alan Turing and Tommy Flowers, of the Post Office Research Station at Dollis Hill at Neasden/Wembley. The original machine was literally held together with 'String and Sealing Wax' and its function was to run a pair of Baudot-Murray code teleprinter tapes at high speed in synchrony. These were white paper teleprinter tapes about 3/4” wide with small ‘Pin-Registration’ holes offset and a group of three punch holes on one side and two on the other. Each letter of the alphabet was represented by a group of the holes, (ie: A = 1&2), Letter Groups = All 5 & Figure Groups = 1&2 + 4&5. This machine could run a pair of synchronised teleprinter tapes at the equivalent high speed of a super Bombe machine, delivering in excess of one thousand characters per second. From this early development, Tommy Flowers worked on various modifications such as reducing from two synchronised tapes to a single tape. He then changed from ‘Pin Registration’ sprocket drive cogs to a set of friction wheels. This was the result of Tommy Flowers’ engineering and electronic expertise combining to bring Alan Turing’s theoretical design to fruition. These improvements meant that the machine could read five thousand characters per minute, which was five times faster than the original experimental machine. The Bletchley Park Trust volunteers have just constructed their very own COLOSSUS, which is a magnificent engineering/electronic achievement. One small reason for the Tommy Flowers success was the fact that he never ever switched his machine off, so that the valve filaments maintained a constant temperature. Peter Wescome proudly showed us one particular valve in their COLOSSUS machine with the date stamp proudly stating ‘Made in England - 1946’. Thoroughly impressed and overwhelmed we made our wet and weary way back to the main house at Bletchley Park for tea and chocolate cake.
Visit to Royal Canadian Air Force (Marine Helicopter) 443 Squadron, Pat Bay, Victoria International Airport, British Columbia, Canada.

CAPTAIN ALISTAIR T. BEATON ATPL MRAES
UPPER FREEMAN GUILD OF AIR PILOTS AND AIR NAVIGATORS

On behalf of the Guild of Air Pilots and Air Navigators, I would like to very much thank Rear Admiral Nigel Greenwood, Commander Maritime Forces Pacific, Royal Canadian Navy, Hon. Col. Jeff Morrison, RCAF, Acting Officer Commanding 443 Squadron, Major Gord Sharp, RCAF, Capt Chris Fukusima, RCAF, Pilot with 443 Squadron, MWO Matt Mercer, LT(N) Jason Knowles, RCN, Navigator of the City Class Frigate, HMCS Ottawa, members of the Joint Rescue Coordination Center, HMCS Naden, and Katelynn Brissard, MARPAC HQ, Esquimalt, for their warm hospitality and a most memorable and informative visit to RCAF 443 (MH) Squadron based at Victoria International Airport, the JRCC, and HMCS Ottawa. GAPAN members were pleased to host members of the Society of Automotive Engineers, resident on Vancouver Island at this event.

Our day long visit commenced with a warm welcome by the aforementioned staff of 443 Squadron, followed by an excellent Powerpoint briefing presented by the Acting Officer Commanding 443 Squadron, Maj. Gord Sharp. The powerpoint briefing covered the History, Organization and Mission of 443 Squadron. Hon Col Jeff Morris, (a retired Cathy Pacific pilot), Captain Chris Fukushima and MWO Matt Mercer outlined their duties within the Squadron.

History: Battle Honours – Fortress Europe 1944, France and Germany 1944 -1945, Normandy 1944. During World War 2, 443 ‘Hornet’ Squadron was formed at RAF Digby, England (1942), as a Day Fighter squadron flying Supermarine Spitfires. During the 1950’s the Squadron was reformed in Canada and became the New Westminster (Vancouver) Squadron, flying P51 Mustangs and Harvards. Other types of aircraft flown by 443 Squadron include the DH Vampire, CT-33 Silver Star, NA F86 Sabre and the DH (DHC-3) Otter. In the late 60’s the Squadron was reformed as an anti-submarine helicopter squadron, providing ship born and shore based anti-submarine warfare assets. The Unit was assigned the CH-124 Sea King helicopter with its main HQ at Shearwater, Nova Scotia. The Unit maintains a detachment at Victoria International Airport in support of Maritime Forces Pacific, under the command of Rear Admiral Nigel Greenwood. The Unit is also assigned many other roles within the Canadian forces including SAR and light transport. On January 31, 1995, 443 Squadron changed its name to 443 Maritime Helicopter Squadron and today it continues to fly the venerable CH-124 Sea King helicopter; these aircraft are all between 43 and 49 years young – but still ship-shape and in excellent flying condition, thanks to MWO Matt Mercer and his first class team of maintenance engineers and technicians.

The Squadron Badge: 443 Maritime Patrol Squadron Badge shows a hornet affronte, as this Unit was known as the Hornet Squadron.

The Squadron Motto: Our Sting is Death - perhaps a play on St Paul’s words, “O death where is thy sting”? alluding to Easter, when in Christian metaphysics, mortality is overcome by everlasting life.

Organization: 443 (MH) Squadron at Victoria Airport operates 6 CH-124 Sea King Helicopters in at least two configurations. The Unit has 240 personnel including 51 aircrew, 131 technicians and 42 reservists. The Executive are responsible for readiness of the unit, training aircrew and technicians, helicopter maintenance including the workshops, operations planning and international mission support. Three helicopter detachments to the City Class Frigates based at Esquimalt naval base in Victoria, are kept at various levels of readiness. Doing so with 50 year old flying machines is remarkable achievement.
Support: The Canadian Naval Base at Esquimalt provides the infrastructure and while the helicopters are operated by the Royal Canadian Air Force, they are in fact operated under the direction and command of Rear Admiral Greenwood. Number 12 Wing, Shearwater, Nova Scotia, HQ for 443 Squadron, provides aircrew training and sets flying standards. The Victoria International Airport (CYJ) leases the space occupied by 443 Squadron’s large hanger and administration building for $1 per year.

Aircrew Training: The Squadron intake is 8 new Co-Pilots per year. The pilots require about 330 hours of experience to qualify for an upgrade. Each pilot does 2 or 3 simulator training sessions each year at Shearwater. The Pilots also train to do what are called Waterbird landings, where the helicopter with its flying boat shaped hull, actually lands in the water, usually a fresh water lake. This type of landing was watched by millions of Canadians on television, during the recent visit to Canada by HRH The Prince William, Duke of Cambridge, who is currently a qualified SAR Helicopter pilot at RAF Valley. When HRH Prince William (Fit Lt Wales as he is known in military circles), was visiting Canadian Forces, he was allowed to practice a Waterbird landing in the CH-124, a type of landing RAF / RN pilots do not practice.

Activities: The CH-124s and their pilots get lots of sea time with up to 6 month deployments on board the Royal Canadian Navy’s Frigates and Destroyers. The helicopters and their crews are used in anti-submarine warfare, over the horizon surface surveillance, (although the helicopters usually stay within a range of 60 nautical miles of the task group or mother ship), assisting in the boarding of merchant vessels for investigation, escort duties and for environmental monitoring. The helicopters are also used to support Canadian Coast Guard, the Royal Canadian Mounted Police, SAR operations, FDU, MARSEC PAC and the Naval Reserve vessels.

After our fond farewells to 443 Squadron, our group enjoyed lunch at the Officers’ Wardroom, HMCS Naden and were later escorted by Katelynn Brissard to the Joint Rescue Coordination Centre. The JRCC ops personnel were just recovering from the excitement created by an overdue military aircraft that had in fact landed at Dawson City, Yukon Territory, but had been unable to close its flight plan. This rescue centre is manned by the RCAF / RCN / and Canadian Coast Guard and receives well over 2500 calls for assistance each year. Unfortunately, many are from pleasure craft owners, who have failed to plan properly for their trip, running out of gas being a typical scenario.

Katelynn then gallantly escorted our group through the rain to HMCS Ottawa, one of the City Class Frigates of the RCN Pacific Fleet. On board we were met by my son-in-law, Lt(N) Jason Knowles. Jason provided the group with a very thorough tour of the ship from stem to stern, starting with the helicopter landing pad on the aft deck and the hanger where the CH-124 is boarded. The tour included a visit to the ship’s navigation bridge and warfare control centre.

This was a very full and enjoyable day. On behalf of the Guild of Air Pilots and Air Navigators, I would like to again offer my sincere thanks and appreciation to Rear Admiral Greenwood and his staff for arranging this visit.
How the RAF celebrated the Queen's Coronation

BY PAST MASTER HUGH FIELD

The Queen’s Coronation on 2nd June, 1953, produced pomp and circumstance in abundance. Serried ranks of troops paraded and bands played, but for one of Her Majesty’s services the full display came later. The Royal Air Force paraded on 15th June on a scale never seen before or since. 318 aircraft were ranged in serried ranks at Royal Air Force Odiham in Hampshire and no less than 641 more flew over in an immaculately timed review that started with a helicopter and concluded with the three V-bombers, a Javelin night fighter and the two fastest day fighters of the time, the Swift and the Hunter.

To stage such a fly-past took a mammoth effort. Every flyable unit in the U K had to be represented and every type of aircraft. Regardless of the disparity in speeds the individual formations were required to pass over the saluting base in a smooth sequence which took, in all, 27 minutes. Luckily for Her Majesty and all present the day was sunny with only puffy broken cloud.

Many aircraft and crews were deployed to selected airfields from which they could be launched to join a straight route leading to Odiham. For the aircraft representing Flying Training Command the chosen airfield was Oakington, at that time the home of 206 Advanced Flying School (AFS). The school did not itself participate in the formation, Meteor 4s and a solitary Mk 7 with their ground crews being drawn from 203 AFS Driffield, 205 AFS Middleton St George (now Teeside Airport) and 207 AFS Full Sutton. Similarly Vampires came from 202 AFS and 208 AFS.

Altogether 39 airfields distributed across the United Kingdom (including Ballykelly in Northern Ireland) participated in launching the parade. In order to establish a stable flow of aircraft of widely varying airspeeds, a “gate” was set up on the extended centreline of Odiham’s runway at a distance of just over 33 miles. This, in practice, turned out to be a point a few yards off Leavesden airfield and a line of ground marker flares at four-mile intervals delineated the exact track to be made good from there on to the saluting base. Direction-finding equipment operated on three VHF frequencies and further rudimentary electronic assistance was offered by temporary Eureka beacons - no doubt a help to those comparatively few aircraft that could make use of them.

Most of the formations were tasked with arriving over the reviewing base at 30 second intervals, the exceptions being the “heavyweights” - Lincolns and Shackletons - for whom the gap was extended to 45 seconds. Clearly this required some accurate calculation to sequence the formations across the “gate”. For the multiple formations of Meteors, Sabres and Canberras, all flying at 300kt, accuracy at the gate ensured perfect spacing over the reviewing base. Allowances had to be made in setting the target time passing Leavesden for the faster elements to catch up the slower. Equally provision had to be made for faster elements to overtake the slower once the reviewing base had been passed. This necessitated vertical separation and orderly lateral separation as the formations turned for home. Detailed planning of these timings and flightpaths was in the hands of a team led by Air Vice-Marshal the Earl of Bandon and the “Abandoned Earl” showed he had lost none of his inherent showmanship.

Our wing was made up of two sections, first the Vampires whose airspeed was set at 265kt and then the Meteors flying at 300kt. Flt Lt Geoff Farley, Flight Commander 205 AFS Middleton St George, was responsible for accurately setting the pace which did not just apply to our formation for there were 19 more formations of fighter Meteors, together with Sabres and Canberras who were all keyed to the same speed. If Geoff got it wrong, an awful lot of people were going to know about it. We had a relatively short run from Oakington to Leavesden and so tightened into close formation from the outset; there was not much time to adjust and all the practice was to ensure that we clicked immediately into position as the formation made its way to the gate. Down to that point we flew two spare aircraft “just in case” but with everyone confirmed as OK they peeled off at the gate.

The sight of these large formations forming up was memorable to say the least, as an extreme wing man (No 2 in the No2 section) I was in an unrivalled position to look across the whole of our formation of Meteor 4s and to see in the near distance the wing of Venoms from 2nd ATAF, Germany, sliding steadily across into line as they joined in from their temporary base at Wattisham. The 30-second spacing meant that the wings were not far apart and only a little further behind the then Wing Commander Denis Crowley-Milling, leading the first Fighter Command Meteor wing, was equally visible on the slightly different track but nevertheless closing onto the approach line as they made their way from Tangmere via Southend. In a sense the view was quite eerie as these large flocks of aircraft slid sideways to arrive perfectly in their allotted slots exactly on time.

The accuracy of the flying was utterly remarkable, especially when considering that the leaders of the fighter formations were relying on good old map, human eyeball and stopwatch. It is on record that
“on the day” the whole parade averaged less than five seconds off its datum time. For the wing leaders this was a noteworthy achievement, bearing in mind that speed adjustment could only be very gentle in order to carry the whole formation without the “concertina-ing” that would result from a hasty throttle movement.

It comes as something of a surprise to learn that today’s Red Arrows formate on Red One at all times and ignore the presence of any other formation members in between. For us, all those years ago, you were very much aware of the aircraft in between. The position set by No 2 in the lead (Red) section determined the stagger of the No 2 section (Blue) and of the No 2 within that section. In theory at least, I was looking at a line of heads. This, of course, could put you on a long line of sight which meant that if you drifted out you also drifted back. You were pretty well spot on flying Meteors if you aligned your wingtip with your leadership’s tailplane.

Whether you were a fighter squadron pilot or a flying instructor you were likely to be in good everyday formation practice but this was something different. For a period of nearly a month every flight we made was in close formation throughout, sometimes just as a box of four, practising our station keeping while the leader manoeuvred quite vigorously; sometimes as a complete section of four boxes of four aircraft which was more gentle but a lot more fuzzy as we worked the whole section into shape. We flew the route at least ten times to give Geoff Farley, at the sharp end, plenty of practice in differing winds and turbulence to hone the navigational aspect. There was criticism from watchers at Odiham and I seem to remember some comments from additional “whippers-in” positioned at Leavesden where Geoff would transmit to flypast control at Odiham the single word “gate”.

There was one radio frequency for the whole parade but only the formation leaders were on it. Within the formation we had our natter frequency which Geoff could use on his No 2 box if he needed to say anything to us. This was a rare occurrence and he would have used it only if some untoward event had caused him to make a rapid adjustment that he needed to warn us about. Emergencies were commendably few and far between - my memory is of virtual radio silence - and throughout the whole period there was only one case of the worst possible event. One of the fighter Meteor wings behind us experienced a mid-air collision which sadly resulted in two aircraft destroyed and two fatalities. We did not know anything about it at the time.

Needless to say, the aircraft arrayed for inspection on the ground were immaculate, resprayed and polished to within an inch of their next scheduled inspection. What was less obvious, but equally real, was that the flying participants were also resprayed which could be thought to be a bit extreme. My aircraft, VZ416, needed it more than most, having shortly before been the central player in a remarkable incident’ An outboard elevator hinge snapped allowing it to fold up and jam against the rudder. Sgt Wood (“Timber” inevitably) made a very skilful job of getting it down on the long emergency runway at Carnaby, lowering the undercarriage at a very late stage and then applying a quick burst of power to pitch the nose up for a flare. I see from my log book that I carried out two air tests so I guess it wasn’t quite straight and true when handed back from Tech Wing but then, for the next month, it was entirely mine.

On a training school you tended to have aircraft more or less permanently allocated to squadrons but would be constantly chopping and changing between them so it was a rare luxury to keep one aircraft to yourself for a month. Every aircraft has its own personality; some, to be truthful, can be real dogs, and thankfully mine settled down to fly very sweetly. To have to have carried even a small lateral stick force would have been pretty agonising. Gloster never provided for that contingency.

In these impoverished times when the Treasury will struggle to allow the Royal Air Force to put up any sort of presence in honour of Her Majesty, the mind boggles at the thought of the expense of the Coronation Review. I flew a total of 32 flights (to which must be added positioning) amounting to 23 hours 35 minutes. Dare one assume that all the participants made the same effort? If so that rounds up to a staggering 15,000 hours of flying. Mind you, in those days we expected to fly 30 hours a month just to keep ourselves current. It was, of course, entirely worth while to salute our new Monarch in this manner. No-one regarded it as a chore - it was too uplifting for that. It hadn’t been done before and we knew it was unlikely to be done again. A moment in time, never to be repeated, of which to be immensely proud.

Preparation of this article was greatly helped by the work of former British Aerospace, Warton, test pilot Eric Bucklow, who painstakingly documented the entire review for his book “Coronation Wings” (Hikoki publications).
MEMBERSHIP
The Club membership stands at 116.

PROGRAMME
The programme of ‘fly-ins’ was again this year adversely affected by the weather.

HALFPENNY GREEN Report by John Davy
“Two aircraft braved the gusty conditions, coupled with a challenging cross-wind. and arrived at Halfpenny Green on Saturday 21st May. Roger Dunn in his Mooney was accompanied by John McAdam, a successful contact arranged through the Flying Club’s new website. Alan Tipper arrived solo. They were met by Diana Green and John Davy. The big 1940s re-enactment “Halfpenny Green at War” was a truly amazing collection of enthusiasts living the life of the 1940s. Sadly, none of our members were attired to blend in, and consequently were somewhat conspicuous! The day concluded with Diana hopping aboard a Dragon Rapide for a flight which included a necessary go-around because of the previously mentioned challenging wind!”

OAKSEY PARK - Report by Dacre Watson

COVENTRY - Report by John McAdam
At the invitation of Liveryman Sir Peter Rigby, John Davy and Diana Green organised a trip to Coventry Municipal Airport to visit Airbase and the Midland Air Museum. Airbase is the home to more than 30 historic aeroplanes operated by Air Atlantique Ltd. These include a very rare Percival Proctor, a DH89 Dragon Rapide, an Avro Shackleton AEW2 and a Gloster Meteor T7, which is probably the oldest jet powered aircraft flying today. Lunch was taken in the ‘Diner’, a converted Douglas DC6 with tables for four configured on similar lines to a railway carriage dining saloon. The final visit was to the Midland Air Museum, which incorporates the Sir Frank Whittle Heritage Centre, Sir Frank having been born and spending his early years in the City of Coventry. The Centre currently has two themes: ‘The Story of the Jet’ and ‘Wings Over Coventry’
A full report by John McAdam, including an interview with Sir Peter, is in the October edition of Guild News.

ROCHESTER - Report by Merrick Chrusciel
Club member Merrick Chrusciel, an instructor at Rochester, arranged in conjunction with the airfield manager and the management of the Medway Preservation’s Society (MAPS) for the Club to visit Rochester Airfield for a tour of MAPS New Visitor Centre and Main Workshop.

“About a dozen members and guests arrived in a selection of aircraft, including Peter Greenyer in his 80 year old Civilian Coupe, and 2 helicopters flown by Club Members Peter Barker and Roy Harford. Roger Dunn completed the party in his historic Bentley. After a welcome reception in the café, and a chance to catch up with each other, the group went on the MAPS tour. MAPS are currently restoring a Boulton Paul Defiant from the RAF Museum at Hendon. The Defiant was originally designed as a light bomber but was pressed into service as a fighter over the beaches of Dunkirk and during the Battle of Britain. The Defiant which MAPS are working on is an ex Polish Air Force aircraft from 307 Squadron. Following the tour, the party reconvened in the café for lunch.”

KEYSTON - Report by Cliff Spink
“A pretty dank day at Keyston but Dacre Watson and Roger Gault, in Dacre’s Piper Tri-Pacer, found a ‘gap’ and we enjoyed a pleasant lunch at the ‘Pheasant’.”

Copyright Cliff Spink
Roger and Dacre outside the Award Winning ‘Pheasant Inn’

Copyright Merrick Chrusciel
Merrick, in the background, ensures that no one goes hungry

BIGGIN HILL - Report by Peter Greenyer
Club Member Peter Greenyer, a Director of Shipping and Airlines Ltd. at Biggin Hill, invited other Club members to join the 80th birthday celebration of his Civilian Coupe G-ABNT.

“Despite the terrible weather, which prevented many from flying-in, there was a great turnout with nearly 100 people, including a scattering of Club Members, enjoying a buffet lunch in the hangar. All five of my vintage aircraft got airborne for a brief period between the showers, when Biggin Hill kindly shut down their ATZ for
a short period so that the old ladies, led by
the birthday girl herself, could show they
still know how to fly.”

COMPTON ABBAS
Report by Gerry Gerrard
“Once again the weather conditions got in
the way of the Compton Abbas Fly-In. In
the event nine Club Members sat down
together for the usual excellent Compton
lunch. Paul Nicholas and Chrissie arrived
by car, as did Rod and Linda Fulton.
Owen Cubitt, still without his Chipmunk,
also opted to drive rather than hire a C
152. However, Dacre Watson and Trisha
Nelmes braved the weather and flew in
from Oaksey Park in their Tripacer, while
Graham Horder made the nine minute
dash from Old Sarum in his Siai Marchetti
F260. As the rain clouds re-gathered
Dacre, Trisha and Graham set off for home
at about 1500.”

SHOBDON - The ‘David Corbett
Memorial Lunch’ - Report by Peter Royce
Poor weather in the east meant that only
four aircraft with seven Club Members
and friends reached Shobdon for lunch.

FRANCE
At the suggestion of Club Members the
venues for the regular ‘Last Friday in the
Month’ lunches in France were increased
to include destinations other than Le
Touquet. This year Abbeville, Deauville
and Dieppe and were added to Le
Touquet. Unfortunately poor weather
meant that this year attendance was well
down on previous years.

‘French Leave’
Last year’s visit to Chateau Monhoudou
near Le Man, which has its own airstrip,
proved so successful that those who went
asked for it to be included again in this
years programme. Unfortunately a
combination of circumstances meant that
only John Davy and Diane Green were
able to make it.

GUILD GARDEN PARTY
On an excellent flying day Club members
formed a good proportion of those visiting
RAF Halton, with many flying-in.

CLUB LUNCHES
32 members and friends, the most that
can be accommodated, attended the start
of the season, ‘Freddy Stringer Memorial
Lunch’, at the West London Aero Club in
April. We were honoured by the presence
of the Master, who is a Club Member in
his own right, and his Lady.
Upon receiving the news that I had been awarded the GAPAN Gliding Scholarship 2011, I was overwhelmed with elation and anticipation. The course that ensued consisted of superb gliding for both Lewis - the other scholar - and myself. We shared instructor, Merv Saunders, between us for the whole week; thrown in at the deep-end, launching relentlessly into the sky from sunrise to sunset. Undertaking gliding in such an intensive and structured manner permitted us to make swift progress. In the heat of August, the opportunity to soar (the art of sustaining powerless flight by utilising rising currents of air) repeatedly presented itself. For much of the week the weather was ideal; such that, on Tuesday we were each fortunate to undertake out-and-return cross-country flights - both nearly 2 hours in duration! Ascending towards cloud-base (and occasionally beyond!) in a glider is an absorbing and addictive experience. Watching the Variometer and the Altimeter indicate a climb instigated an instantaneous grin in acknowledgement of one’s little triumph over gravity and the extended flight-time that resulted. Come the end of each day, there was just enough time for us to devour some dinner and to reflect on the day’s excitement.

Come Friday afternoon, I scrambled into the glider, habitually assuming I would shortly be joined by Merv. He never climbed in. The flight that preceded (my first solo) was an unforgettable experience. All eyes were on me to safely soar the aircraft into the skies and glide back for a hopefully ‘textbook’ circuit and landing. Rounding out, the glider gently settled itself on the grass and with it any unease went. Safely back on terra firma, I couldn’t resist the opportunity to embark into the blue for no less than 5 additional solo flights that afternoon.

One of the great attractions of gliding is that it can be whatever you want it to be. Many pilots are content simply to fly locally around their club and experience the satisfaction of perfecting technique, high climbs and/or enjoying the peace and tranquility of un-powered flight. Numerous pilots aspire to cross-country gliding and a select few seek the thrill and precision of aerobatics! Whatever your gliding aims, beyond solo, there is a strong emphasis on developing skills learnt from pre-solo and establishing a sturdy foundation upon which to commence your gliding career. The BGA (British Gliding Association) has numerous awards available that encourages structured progress within the sport. The first major hurdle of which is the Bronze Badge; requiring the undertaking of a written test paper comprising of Air Law, Principles of Flight, Meteorology, Radio Telephony and Navigation. Required also are “Check-flights” with a fully-rated Instructor; the achievement of two solo soaring flights (30 minutes duration by Winch Launch and/or 1 hour duration by aero-tow not exceeding 2000ft) and a total experience of 50 Solo flights (or 20 Solo Flights and 10 hours Pilot-in-command). Successful completion of the above-mentioned results in the award of the BGA Bronze Award; recognised by pilots internationally as the gliding equivalent of the Private Pilot’s Licence.

The next steps beyond Bronze Badge include a Cross-Country Endorsement, whereby a solo-pilot’s flight is no longer limited to the confines of their airfield. Thereafter, pilots may undertake flights with goals targeting height gains, distance and duration; resulting in award of further BGA and FAI (Federal Aeronautique Internationale) awards such as Silver, Gold, UK Cross-Country Diploma and Diamond.

In my experience, it appears a large proportion of how far you progress in gliding is dependent on your own motivation. Although when you’re young, time and motivation are plentiful, often youths lack the funding to get involved. To facilitate this, many gliding clubs are able to offer financial support by reduced flying costs for youths. Numerous scholarships are available from organisations such as GAPAN (the Guild of Air Pilots and Air Navigators) and the Air League - support of which I would greatly recommend applying for. If you are compellingly passionate about flying, don’t let anything deter you. You will have to be prepared to push yourself to achieve your goals - most are more than achievable in manageable steps.

For many, club gliders are sufficient for your needs. At some point, however, it is possible you will want to buy your own glider. Second-hand gliders can be bought for as little as a few thousand pounds. More often than not, young pilots lacking the finance to purchase their own glider choose to form syndicate ownerships; sharing a glider, and its costs, with other members. Compared to club flying, this...
can prove vastly cost effective.
If you're content flying locally then basic, affordable and perfectly adequate gliders may be purchased for as little as a few thousand pounds. Equally, if you intend to race along the Sierra Nevada mountain range for hours at a time; gaining dizzying heights in wave systems, specialised gliders equipped with state-of-the-art avionics, oxygen and enhanced performance specifications can be purchased for a hefty sum. I would thoroughly encourage discussing such options with your gliding clubs Chief Flying Instructor to make an apt decision.
Alike most products, it is possible to find a reasonable compromise between performance and price. Gliding can seem expensive to the unacquainted, though relative to other forms of aviation, it makes for very reasonable and exhilarating flying.
Since my scholarship, gliding has taken me to several different airfields around the UK. I’ve flown across the Solent to the Isle of Wight; soared under cloud-streets; zipped along windy ridges and indulged in aerobatics. The most notable trip so far was to Long Mynd (meaning “Long Mountain”) Gliding Club in Shropshire; where I had the chance to utilise ridge lift and operate amongst challenging relief; landing on slopes blanketed with countless non-compliant sheep.
My aims for the near future include completing my Bronze award and cross-country endorsement. This will enable me to plan and undertake solo soaring tasks from airfields around the UK and progress onto more complex and challenging tasks. I’m also keen to gain a Radio Telephony Licence which would allow me to transit controlled airspace. With further opportunities of Junior National Gliding Championships, regional and national competitions and frequent exotic excursions, there is certainly enough to keep me amused for the forthcoming year. Although now smitten with gliding, I hope one day to apply the skills I have gained to powered flying.
For any glider pilot, having an understanding of weather and atmospheric processes can be a great tool; especially for anticipating and utilising soaring weather conditions. You needn’t have a degree in meteorology either! Although I would recommend reading some basic theory on meteorology, a solid grasp of weather and atmospheric processes can be gained from observing the weather systems we live in each day. For example, the effect wind has on cloud can be construed by watching how clouds move across the sky. I certainly would not discourage studying these fields further if that’s where you’re drawn. Physics helped me to understand why wind exists and Maths provides a foundation for me to test and model such theories.
I am profoundly appreciative to GAPAN for providing me with this opportunity I would not have otherwise had to develop my gliding. I would also like to commend their work, providing a wealth of information at the forefront of the aeronautical industry; helping pilots make informed career decisions. Someday, I hope to be in a position where I can help young aspiring pilots towards achieving their goals.
M any years ago I was an instructor on the Operational Conversion Unit that trained pilots and navigators for the newly formed RAF Buccaneer squadrons. One of our tasks was to teach night close formation, something few of the students had ever done before and an activity they viewed with some trepidation. One night one of the first tour student navigators and I were programmed to fly in a three aircraft formation as the lead aircraft. Unusually it was a very busy night on the airfield, with a number of visiting aircraft including a twin engine Andover passenger aircraft that was bringing in a party of visiting VIPs. It was also a very dark night without moonlight or stars.

All went well with the sortie up to the point when I lined up on the runway as a three aircraft formation in vic for a 30 second stream take off. I should point out the mighty Buccaneer, because of its naval origins, was not equipped at that stage of its life with a landing lamp as it would have been superfluous on an aircraft carrier, so it was not possible to see anything in the darkness ahead apart from the runway edge lighting. Brakes off, up to full power and off I went, expecting my fellow formatees to follow me at 30 second intervals. All seemed OK to begin with, the airspeed indicator began to read at 70 kts but, at about 100 kts, the aircraft rapidly and smoothly decelerated and came to a halt with full power still applied. I thought at first I had inadvertently put the arrestor hook down but, no, the selector was in the up position and there was no green light.

Eventually a team appeared from the darkness with a long set of extending steps, known as a Giraffe, and numerous other vehicles. They gingerly maneuvered the Giraffe alongside the cockpit then signalled us from a safe distance to get out. When we climbed out we saw to our amazement that the arrestor cable was wrapped around the nosewheel leg. The whole thing was stretched tight to its limit like some giant catapult; it appeared to be about to launch our Buccaneer backwards, down the runway towards the rest of the formation who were still patiently sitting there.

By now the Station Commander, a man not noted for his tolerance of professional foul-ups, had arrived on the scene. Breathing fire from his nostrils he demanded to know precisely who was to blame for this shambles that had closed the runway the finger of suspicion inevitably seemed to be pointing more and more at my student and I, in view of the lack of any other ideas. In the hubbub we both agreed it would be safer to make ourselves scarce and to slip away and seek sanctuary in the safety of the Officers’ Mess bar.

The answer to this saga only became clear the next morning. Lying on the grass beside the runway was found the shattered remains of a metal stand that the fire crews, who rigged and de-rigged the cable, had used to hold up the arrestor cable about 3 feet above the runway to allow them to move the rubber grommets that supported the cable more easily and quickly into position. Whilst re-rigging the cable after the arrival of the VIP’s Andover the night before, they were hassled by Air Traffic to hurry up, as my formation was already taxiing. In their haste to get the job done they forgot to remove the stand. I then hit it on take off and inevitably collected the cable around the nosewheel leg. Amazingly there was little damage to the Buccaneer; it needed a new nosewheel leg and two new under wing tanks where the cable had flailed, but that was all. Not long afterwards all RAF Buccaneers were equipped with a landing lamp - on the nosewheel leg!

Whether this would have influenced the outcome is impossible to say. My navigator also went on to have an illustrious career in the RAF and is now a Justice of the Peace dealing with different kinds of arrest.
The Future of the Central Flying School

Over the last century the Central Flying School (CFS) has established a formidable reputation in flying training, unrivalled anywhere in the world, and in doing so the School has become synonymous with excellence. Indeed, the CFS charter demands that the school remains the guardian of this tradition, but it also stresses that it must not lag behind the developments in operational flying. So although quite rightly, we now celebrate 100 years of past excellence of the CFS, we also need to look forward to how this esteemed organisation will adapt and remain the epitome of high standards in the rapidly changing flying training system, and a 21st century front-line equipped with the most modern of hardware.

Unlike world-leading aircraft and equipment, experience cannot be bought; it has to be hard won over years of trial and sometimes error. The final product - and I suggest the CFS is a shining example of expertise honed through decades of practice - is something we surrender at our peril. The challenge, therefore, is to develop and remain relevant to today’s hi-tech air forces whilst retaining those attributes that have made the CFS brand what it is today, the envy of the flying training world.

The move from Scampton back in the 1990s, forced the CFS to split into dispersed units with rotary instruction moving to RAF Shawbury, fast jet training to RAF Valley and the elementary phase Cranwell. This is how things remain, and along with the HQ function to RAF Cranwell. This enforced separation has arguably put unlikely, work is ongoing to corral the CFS roof under the command of the Commandant within his HQ, is somewhat unlikley, work is ongoing to corral the CFS units, realign focus and move forward as one.

It has been said that since we will not need QFIs on tomorrow’s front-line, so why do we need CFS? It is disappointing to hear such comments, as the CFS, like much of the military flying community, is far more than just the tip of the spear. Whilst pilots remain in the cockpit - or on the simulator console - there will be QFIs, and whilst there are QFIs there will be the CFS.

Probably the largest challenge moving forward is the successful integration of the CFS into the UK Military Flying Training System (UKMFTS). Although Ascent has been contracted to provide the UK military with all its flying training needs from elementary to the start of the front line conversion units, the CFS will remain the guardians of the instructional standards within UKMFTS. There will be a balance of civilian and military instructors, although much of the hardware will be provided by the Contractor. Rest assured that the CFS will continue to play a significant role in ensuring that under UKMFTS, the UK’s flying training system will remain world-beating, as it has for the last 100 years. The CFS will engage at every level to uphold its promise to remain the guardian of excellence in flying training.

Air Safety has always been a focus for all flying training units, even as far back as those pioneering days at Upavon, where Smith-Barry recognised the detrimental impact of air accidents on morale. With the recent creation of the Military Aviation Authority, Air Safety Management, probably more than ever before, has become an intrinsic part of the way we operate. With this in mind, and with exposure to such a variety of aviation from micro-light flying to fast jets, the CFS is well placed to fulfil a vital assurance role as an integral part of Air Safety into the future.

All 3 services have been deeply involved in continuous overseas operations for well over a decade now. As a result our airmen have become experts in certain niche areas of operational flying, which have proven invaluable for operational success. Not surprisingly, however, our core flying skills are probably at a lower level now than they have been for many years. Fortunately, The CFS retains a cadre of very experienced flying instructors that not only possess these core aviation skills in abundance, but also they have the ability to pass on these skills in an efficient and structured way. Post 2015, with the anticipated cessation of combat operations in Afghanistan, a significant period of recuperation will be required to allow front-line squadrons and crews to re-establish eroded skills. We anticipate that the CFS will play a pivotal role in this re-configuration.

The CFS is becoming a world leader in Human Performance Training. As the investment required to produce front-line aircrew for our ever more complex and expensive equipment continues to grow, we can ill afford wastage through training. In the future, the CFS will lead the way in coaching our aircrew to perform to the best of their ability, not only reducing wastage, but also enhancing the overall performance of the aircrew cadre. The traditional role of ‘the trappers’ will endure, providing important assurance of standards of pure flying and flying instruction for the chain of command. Indeed, I see this role potentially expanding in the future with the CFS increasing its frequency of visits to operational conversion units to pass on its expertise in flying instruction, syllabus development and pure flying skills, thereby mitigating the dilution of the front-line instructional experience forced by prolonged periods of operational commitments. Equally, the CFS’s overseas visits will continue, with its world-renowned brand helping the UK to continue its influence on flying training organisations and militaries across the globe.

As the CFS continues with its traditional ‘trapping’ role, a given for future flying training is the increased use of the synthetic environment, and a concomitant reduction in airborne flying time. Once again, it will be imperative that CFS ensures the highest standards of simulator instruction by being at the forefront of developing ‘synthetic’ teaching techniques, just as it was back in the pioneering days of military flying training at Upavon. Similarly, and anticipating the increased use of Remotely Piloted Air Systems (RPAS) in the future, I envisage the CFS bearing the responsibility for training the instructors of these unmanned aircraft. The RAF of tomorrow will recognise a posting to the RPAS stream just as it does the multi-engine, rotary or fast jet streams of today.

Whether auditing the flying training systems, ensuring Air Safety, or engaged in re-establishing the pure flying skills of a battle-weary front-line, training flying instructors of other nations, acting as an integral partner within UKMFTS or playing its part in the future of unmanned aviation, one thing is for sure the CFS will continue to uphold its tradition of excellence. Back in 1919, just 7 years after its formation, the CFS, along with the RAF was fighting for its survival. It won that battle, and the last 100 years have seen it evolve into a unit which prides itself on its unrivalled excellence in flying training; of course it is so much more, and with judicious guidance, the CFS has a bright future. After all, and as we know, our teaching is everlasting!
The Civil Aviation Bill versus General Aviation

Editor’s Note: This article, written by Martin Robinson, CEO of AOPA, first appeared in the April edition of Flyer magazine. At the suggestion of Liverman Paul Smiddy and with the kind permission of its author, it is reproduced here because of its interest to Guild members.

You’re probably aware that the Government is proposing to “modernise the regulatory framework” for aviation, which means amending and extending the powers of the CAA. What’s behind this sudden realisation that the CAA needs to be shaken up and given more muscle? It’s not hard to figure it out - money. Last year, Department for Transport employees all had to reapply for their jobs in order to achieve a 25 percent cost reduction target set by Government. Another way of cutting costs is for the government to keep taking your taxes, but charge you for any ‘services’ you’re forced to take. The new Civil Aviation Bill will transfer some £24 million of costs currently paid by the DfT onto the CAA, which means, of course, that the industry must pay, plus an additional six percent ‘return on capital deployed’ (profit) for the Authority.

The CAA has no choice in the matter - it must do as it is directed. The consultation basically ignored industry’s comments, particularly those of general aviation which the Government noted was ‘hostile’ to the proposals; it seems that this Government is following on from where the last one left off. So now the regulators have to do two things - hike the rates on some existing cost recovery schemes, and invent new things to charge for. Can you imagine just how popular the bureaucrat is who dreamed up the idea of charging for radio spectrum? “Hey, listen guys, I’ve thought of something totally new we can tax....”

But of course, nobody’s ever going to admit that this is all about money. One of my concerns about the proposed Civil Aviation Bill is the direction given to CAA. “To ensure that the interests of the consumers and the environment are at the forefront of the CAA’s decision making, while maintaining the emphasis on safety.” If I can offer a translation based on my years of experience in dealing with these people, that means that in future, proposed airspace changes will carry an ‘environmental necessity’ tag which will increase costs while over-riding our interests. And don’t think environmental surcharges will fund environmental programmes - the Government does not believe in ‘hypothecation’ of taxes, which means everything goes into the same pot and the money will be spent meeting the payroll.

Ensuring that ‘the interests of the consumer’ are at the forefront of CAA thinking sounds promising on the face of it, but who is the consumer? One might think that as general aviation pilots, we are consumers - after all, why are we charged if we don’t consume? The Government says “...that the main focus for the CAA in pursuing its consumer objective should be on the ‘end user’ of air transport services.” There’s a passing mention of flight training, but essentially the consumer is deemed to be the airline passenger. The clear message is that the general aviation industry, which employs some 11,000 people in productive work and is worth about £3.5 billion to the economy, is of no consequence to the Government.

The quality of political leadership across Europe, including in the UK, is in my view dire. General aviation does not ask for the Government to ban avgas, which retails at just over £1 per litre. There are VAT differences in other parts of the EU that support professional pilot training. Here in the UK the would-be airline pilot must pay every penny of a worryingly expensive training course, including VAT that cannot be reclaimed, and he or she cannot write off the costs of training against income when they get a job - unlike elsewhere in Europe. Why does the Government disadvantage our own youth so? Are we condemned in future to look abroad for our pilots, because taxes and charges hobbled the flight training industry at home?

Even those who don’t intend to be professional pilots need more consideration. The authorities, and even some among our own ranks, say that if we can’t afford all the costs of GA, then we shouldn’t be flying - a very short-sighted attitude. High costs mean the numbers of people flying continue to fall and the costs fall on fewer people and rise exponentially. And as flying becomes more elitist, so it is those who are able to pay, not those who are most able, who become the professional pilots of tomorrow.

Transport is a key enabler for business, and GA is part of the transport infrastructure. A Swiss pilot told me that the commercial flight from Zurich to Bordeaux takes about six hours of his time, whereas in his own aircraft it takes about two and a half hours.

But back to the Civil Aviation Bill; the changes to come include greater legal powers, with the ability to use sanctions, making the CAA ‘judge and jury’. The £1.1 million cost of running the Enforcement Branch will now fall on the CAA, which may result in full cost recovery claims through the courts. There is therefore a risk that an accused individual will feel constrained to plead guilty rather than fight a case because he can’t afford the economic ruin that might accompany a full CAA costs claim.

The Government has not explained how the CAA will maintain that ‘old’ tradition of ‘fair play’ and proper justice. Surely in a fair modern society we need separation of the regulatory authority and the prosecuting authority? There are also some issues around safety, and the impact these changes may bring on our open reporting culture, which has done a lot to improve safety. But basically, it’s a stealth tax - money you used to pay through your taxes you will now have to pay direct, without getting a corresponding cut in your taxes. Does the Government fully realise the impact their changes could have, beyond simply shifting costs? In summarising the GA comments during consultation on the Civil Aviation Bill, the Government made no attempt to provide any answers.