Dec 6  Pilot Aptitude Assessment  RAF Cranwell
Dec 11 4th Technical and Air Safety Committee  Cobham House
Dec 14 8th General Purposes and Finance Committee  Cobham House
Dec 14  New Members Briefing  Cobham House
Dec 14  Guild Carol Service  St Michael’s Cornhill
Dec 14  Christmas Supper  The Counting House
Dec 17  Guild Closes

Jan 2  Guild opens
Jan 9  Trophies and Awards Committee  Cobham House
Jan 15 5th Education and Training Committee  Cobham House
Jan 16  Environment Committee  Cobham House
Jan 17 9th General Purposes and Finance Committee  Cobham House
Jan 17 5th Court Meeting  Cutlers' Hall
Jan 17  Court Election Dinner  Cutlers' Hall
Jan 22  Benevolent Fund Board of Management  RAF Club

Feb 7 10th General Purposes and Finance Committee  Cobham House
Feb 13  Guild Luncheon Club  RAF Club
Feb 26  5th Technical and Air Safety Committee Meeting  Cobham House
Feb 28  11th General Purposes and Finance Committee  Cobham House
Feb 28  5th Education and Training Committee  Cobham House
Feb 28  5th Court Meeting  Cutlers' Hall

Mar 7  Pilot Aptitude Assessment  RAF Cranwell
Mar 12 6th Education and Training Committee  Cobham House
Mar 11  Annual Guild Service  St Michael’s Cornhill
Mar 11  AGM, Installation and Supper  Merchant Taylors’ Hall
Mar 14  Lord Mayor’s Dinner for Masters  Mansion House
Mar 15  United Guilds’ Service  St Paul’s Cathedral
Mar 15  Lunch with Fan Makers’ Company  Skinners’ Hall

GUILD VISITS PROGRAMME

15 January  The Magic Circle, see Guild website for details.

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: During his speech at the Trophy and Awards Banquet the Master remarked on the achievement of 100 years of excellence by the Central Flying School, the oldest military flying school in the world and a Guild affiliated unit. He presented an illuminated scroll to mark this occasion to Wing Commander Darren Arch, acting Commandant Central Flying School, as a record of the Guild’s appreciation of the Central Flying School’s contribution to aviation. A full report on the Trophy and Awards Banquet can be found on page 8.

Photo courtesy of Gerald Sharp Photography
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Lecture 2012
"CAN YOU SPARE SOME CHANGE GUV’R?"

Giving to charity is the essence of a good society and we are bombarded with good causes almost every day, but to which one should we give?

Most members of the Guild join us because they value the ethos and traditions built up over many years by our predecessors and which have given us a world-wide reputation of which to be proud. That reputation has not been obtained lightly and our very existence is owed in no small part to the generosity of our founders and, particularly, the Cobham family. That generosity has ‘pump-primed’ our activities and allowed us to form our own charities to take forward the work of the Guild in to the future.

Most members know about the Guild of Air Pilots Benevolent Fund, for that is the most obvious of the charities and its work is the easiest to understand. All members were recently circulated a letter from the Fund seeking help and we have been delighted at the response. The purpose, here, is to remind you that the Guild also has two other, very worthy, charities.

The Guild of Air Pilots Trust promotes education in all branches of aviation by the provision of scholarships and grants to assist the training of people who intend to be, or are engaged as, pilots in commercial aviation. It also provides a small annual prize to the Air Cadet Organisation, sponsors a post-graduate academic bursary at City University in Air Transport Management as well as lectures on aviation matters, and maintains the Guild’s library and information centre, and in other ways encourages the dissemination of technical knowledge on aviation matters.

The Air Safety Trust encourages the advancement of public interest by the promotion of safety for all those who fly, or are carried by, aircraft. This is done by sponsoring statistical and other research; by funding post-graduate academic bursaries in Air Safety Management and Air Maintenance Management at City University; by preparing and collating evidence for presentation; by arranging for the delivery of lectures and otherwise promoting education; by offering awards etc. in recognition of distinguished work, such as the annual air safety award to a member of the ship’s company of HMS Illustrious and an annual prize for air safety research at Cranfield University.

Both charities provide money for youngsters to learn to fly and for instructors to gain their ratings. Each hears requests for support from agencies and individuals all over the world and donations of funds to purchase equipment for African mission flights (MAF), UK air ambulance units, youth organisations and other good causes, such as GASCo, are provided every year.

Each trust has a term of office for its trustees of six years. Early next year, several trustees will be retiring (two from the AST and one from the GAPT) and therefore we are seeking new trustees. If you are interested in helping us with our work please contact me and I will be pleased to talk to you about applying to join us. (Please email me on Mafopp5@aol.com)

Dr Michael A Fopp, Chairman
Air Safety Trust, Guild of Air Pilots Trust

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2012 GUILD CHRISTMAS CARDS

**BUNTY**

For 2012 the Guild has produced a new Christmas card depicting a 1932 Civilian Coupé G-ABNT, affectionately known as “Bunty”. Owned by Freeman Peter Greenyer, Bunty is depicted flying over a snowy landscape in an original painting by the artist Anna-Louise Felstead MA. She is a graduate of the Royal College of Art and regularly supplies paintings for the Vintage Sports Car Club’s Christmas cards. Also still available are packs of last year’s Christmas card showing Sir Alan Cobham in a wintry scene landing on the Thames on return from his epic 1926 flight to Australia, taken from a painting by the late Past Master Freddy Stringer. The cards are in full colour on gloss card and this year’s has a red border around the picture. Both designs carry the greeting inside “With best wishes for Christmas and the New Year”, and the Guild crest on the back of the card. They are available now from the Guild Office in packs of ten at £3.60 plus postage and packing. All profits will go to the Guild Benevolent Fund. When placing your order please indicate how many packs you wish to purchase, using the identifier “Bunty” and/or “Cobham”.

**COBHAM**

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PACKS
OF 10
AT £3.60
PER PACK

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2012 GUILD CHRISTMAS CARDS
SHOREHAM AIR SHOW

Sue Ingle writes: The RAFA Air Show at Shoreham is a delightful aviation gathering. It has a small and intimate feel, yet still attracts major hardware such as the Vulcan, the BBMF, a Hawk and a Tornado GR4. There is something for everyone.

As a private pilot, there is plenty to be excited about; the Matadors, the Blades, the Red Sparrows Chipmunks, the Diamond Nine Tigers. The standard of some of the formation flying was breathtaking. This time there was the added interest of the Master flying the Me 109, and other Guild members, John Romain and RATS (David Ratcliffe) flying Spitfires, then Justyn Gorman displaying the Bulldog and later the Decathlon and Richard Piper in his Ryan PT12. There were more war birds (from both wars) in the air than I have seen for a long time, all well received by the crowds.

It was great to see the Catalina in immaculate condition in the static display, and then flying later. There was plenty else to see in the static display too, and lots of other activities for those less interested in aeroplanes, giving the whole event the feel of a traditional summer fair, set against the backdrop of Shoreham’s historic terminal building.

Warden Dorothy Pooley had organised a group to view the airshow from the flight line and we all enjoyed a good lunch in the company of fellow Guild members and a number of ladies from the British section of the 99s (of which Dorothy is the Governor) and Women in Aviation Concorde Chapter.

Guild VIPs enjoying the airshow

LADIES FLYING IN JORDAN

Liveryman Yvonne Trueman writes: I have just enjoyed the most remarkable flying experience in Jordan. Two lady pilots from Bahrain, Vanessa Ubra and Li Yan, joined me on a trip to Jordan where we met up with the other members of the Arabian Section of the 99’s International Women Pilots’ Organisation (The 99’s was formed in 1929 when Amelia Earhart called a meeting in New York and 99 lady pilots turned up. There are now 5000 pilots from 35 countries in the Organisation). This meeting of the Arabian Section took place from 6th to 9th September and started in Amman.

Quicklook at Flying. ‘Quicklook at Flying’ is the title of a recently published paperback book written by Liveryman Paul Smiddy. The Quicklook series of books covers a wide variety of subjects and, as stated on the cover, enables the reader to ‘Know the basics in 90 minutes’. The book’s contents cover the history of flight, how aircraft fly, types of aviation, the aircraft manufacturers, the airline industry, navigation and air traffic control, a first flight, learning to fly, military and non-flying careers, safety and the future. This wide range of aviation activity is covered well but inevitably, in a book designed to be read in 90 minutes, can only scratch the surface of each subject but should encourage a reader to investigate further. It would be a very useful introduction for any young person considering a career in any aspect of aviation. Use of specialist ‘jargon’ is avoided and the book is easily understood by those readers without specialist knowledge. Given the rapid changes that can take place in the flying world, particularly in military aviation, the author runs the risk of being out of date quite soon after publication, but the 2012 issue reflects accurately the current state of affairs. There are one or two very minor errors - military flying in the UK really began in May 1912 rather than September and the RAF has two, not one, major overseas bases, Akrotiri and Mount Pleasant in the Falklands, and at present no Expeditionary Air Wings are based in the Gulf, but these in no way detract from the quality of the book. Liveryman Paul Smiddy is to be congratulated in doing an excellent job compressing such a wide subject into such a compact publication. Every school’s and university’s libraries and careers information rooms should have a copy. Further information can be found at www.quicklookbooks.com.
TUBE LINE APPRENTICES VISIT THE IWM. On 25th October a party of 30 Tube Line apprentices, accompanied by Tube Line’s Chief Executive Air Vice Marshal Jon Lamonte RAF (ret), visited the Imperial War Museum, Duxford. They were hosted there by the Master, the Immediate Past Master, the Editor of Guild News and Mr Dennis Neville, all ex apprentices apart from the Editor. The party was split into 4 groups and given conducted tours of a selection of the IWM’s exhibits by the Guild’s representatives; also included was a tour of the Aircraft Restoration Company’s workshops, courtesy Liveryman John Romain, where they were able to see at first hand the nature of the work required to restore vintage aircraft to a safe flying condition. Most had never before had the opportunity to see this type of work at first hand and all appeared to enjoy the personal reminiscences that their hosts gave as the tour progressed. After a break for lunch they were released on their own to spend further time exploring the museum, whilst their hosts took a break.

The Inter Livery Ski Championships is entering its 4th year. In the first three years over 250 livemynen and women, freemen and women from 25 livery companies have entered teams and GAPAN has been represented right from the start.

This is an excellent opportunity for those livemynen and women who are not always able to be involved in the Guild’s affairs to represent the Guild in a unique event held not only outside the Square Mile but even outside the UK! Racing takes place in Morzine, France, in the Portes du Soleil area just an hour south of Geneva, which has many cheap flights from all parts of the United Kingdom. It is a picturesque old style Savoyard town with a bustling town centre that has retained much of its character and charm with a strong French flavour.

The racing, which is over two days, consists of a night parallel slalom on Friday night followed by GS on Saturday.

LIVERY SKI CHAMPIONSHIPS 2013
Morzine 25th-26th January 2013

“...the most special weekend ever……a blast……never had I heard a gathering like it - the speeches, the banter, the camaraderie….I never thought I would be racing again at 70….at last I could do blast…never had I heard a gathering like it - the speeches, the banter, the camaraderie… … ..I never thought I would be racing again at 70… … at last I could do... … ..never had I heard a gathering like it - the speeches, the banter, the camaraderie… … ..I never thought I would be racing again at 70… … at last I could do...

The Master and IPM prepare to go flying in the Stearman

Gazette
APPROVED BY THE COURT ON 15 NOVEMBER 2012

As Associate
Benjamin William Charles AKHURST (HK) (GYM)
Cameron Peter BROWN (GYM)
Ian James CANACOTT (AUS)
John CAROLAN (AUS)
Chi Chung Jason CHEUNG (HK)
Dr Jennifer Marie DODMAN (GYM)
Megan Angharad FOLEY (GYM)
William Thomas Clarkson HARDY (GYM)
Hiu Hong Ed HUI (HK)
Brett Forbes LOVELL (AUS)
Neil Michael SIERENS (GYM)

To Upper Freeman
Dr Robert John Gillies EDWARDS (NZ)

To Freeman
Captain Jonathan Alan DUGDALE (NA)
Peter EVANS (NA)
Colonel Warren Lee HENDERSON (NA)

To Upper Freeman
Daniel FRANCIS

To Freeman
Ka Shing Gabriel CHAN (HK)

ACKNOWLEDGED BY THE COURT 15 November 2012

REGRADE
To Livery
Captain Jonathan Alan DUGDALE (NA)

DECEASED
Philip Patrick KERRIGAN
Desmond Robert PORTER (AUS)

REMISSION
To Upper Freeman
Captain David Michael SWAIN

To Freeman
Dr Robert John Gillies EDWARDS (NZ)

ADVOCATES
Cecil Sly (AUS)

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ADVOCATES
Cecil Sly (AUS)
THE MASTER WRITES

AIR MARSHAL CLIFF SPINK

‘Life in the fast lane’ does not really adequately describe my Master’s programme in the last couple of months and with my impending departure to New Zealand, Australia and Hong Kong it does not look as if the pace is going to slow. Life can be tough (I) can hear my cynical flying brethren mutter and of course I am the first to admit that life as your Master has been challenging but hugely enjoyable and that promises to continue.

In my last message I mentioned my wonderful visit to the North American Region and I do know that they have just had their Annual General Meeting in which Chairman Patricia Beckman handed over the reins to David Jurkowski.

Our sincere thanks to Tricia for her time as Chairman and a warm welcome to David. It was really good to see so many of our regional members at the Trophies and Awards Banquet last week, many of whom had travelled very long distances and only arrived just before the event. It did not seem to inhibit enjoyment of the event and the aftermath socialising in the RAF Club went on well into the early hours.

This year the award winners at the T&A were outstanding in every respect and caused me to wonder how we achieve such standards year after year - but we do, and it is a reflection on our profession that we have such men and women who maintain the highest standards of professionalism and in some notable cases, gallantry. I was able to reflect in my address on the bravery of our forefathers in Bomber Command and publicly congratulate Assistant Malcolm White, the Chairman of the Bomber Command Association, and the secretary of the association, Doug Ratcliffe, for their leadership in getting the Bomber Command Memorial completed.

Of course this has been a year of events not least the Jubilee of Her Majesty the Queen and of course the Olympic Games. The latter event passed off seamlessly and the airspace arrangements, for which the Guild committees had considerable input, worked really well. I did observe, somewhat flippantly for our CAA members (!), that it was a personal success for me not to have infringed the restricted airspace - but there would have been something quite delicious for an intercepting Typhoon pilot to have found a wandering Me 109!

Our congratulations again go to the Central Flying School and No IV(R) Squadron on the One Hundredth Anniversary of their formation. CFS have been a benchmark of excellence in flying instruction across the globe and it is to our great benefit that we have so many past and present members of that august body in our membership today. It is interesting to reflect that as a regulator of flying standards CFS maintain the highest skill levels within their organisation and as such are always able to make judgements based on their own tried and tested abilities. It is a maxim that could well remembered across the aviation spectrum where any regulator needs to display the highest level of expertise if they are to make judgments and directives that are acknowledged by our industry to be soundly based. On the subject of professional input I continue to be impressed by our professional committees who tackle a great many of the challenges that beset the aviation industry and provide unbiased and objective opinion. Our Director of Aviation Affairs, John Turner, working closely with our committees, has made a first class start at giving focus to many of these matters. I know he is keen to hear from the broader membership as well because there is a wealth of still untapped knowledge and experience out in the Guild.

This ‘Guild News’ is the last edition before Christmas and I would like to take this opportunity to wish you all a very happy festive season and a safe and productive 2013. Your Guild I believe is in very good health and with your help I think that there still even more that we can achieve to promote the safe advancement of our profession.

Clerk’s Column

LIVERYMAN PAUL TACON, LEARNED CLERK

THE GUILD’S SCHOLARSHIP PROGRAMME 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.

We hope next year to equal, and even better, the number of scholarships administered by the Guild. This can only be achieved, however, with generous benevolent sponsorship from individuals and/or companies in addition to the Guild’s own charitable sponsorship.

If YOU can help in any way to identify sources of potential scholarship funding - whether private or corporate - please act to encourage this sponsorship.

It is only through/by the actions of our individual members that the Guild can be effective in offering a meaningful scholarship programme.

*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’.
OUTSTANDING AVIATION ACHIEVEMENT IN A CHALLENGING YEAR

The 2012 Trophies and Awards Banquet

THE EDITOR

On Tuesday 23rd October the 2012 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 no fewer than 15 new Liverymen; M Kurth, GC Scott-Malden, A G Clinch, T R Larsen, M J Hill, R C Walker, J R Jones, M K Stewart, S M Nicholl, P Newman, D A Grief, P I Hewitt, P Evans, W L Henderson and J A Dugdale. The Master also presented Master Air Pilot Certificates to R C Bird and H M Burton, a Master Air Navigator Certificate to G Norris and Master Rear Crew Certificates to W H Wade, S P Moore, M A Shaw and D Rigg. He also presented the 2011 J N Somers Scholarship Certificate for a frozen ATPL to H Newberry. The Court greeted the Clothing and Certificate presentations with acclaim.
After the Court Meeting Guild members and their guests enjoyed a Champagne Reception in the Old Library as uniformed personnel of the London Wing of the Air Training Corps set about their organisational duties with customary efficiency. The traditional Guard of Honour was provided by the Pikemen and Musketeers of the Honourable Artillery Company. The Guest of Honour at the Banquet was Admiral Sir George Zambellas KCB DSC, Fleet Commander and CNS (des). He is the RN’s highest ranking pilot and also recently joined the Guild. Other senior guests included Group Captain O G Bunn CBE, Master Coachmaker, Mr G Moor, Master Security Professional, Air Marshal R F Garwood CB CBE DFC, Deputy Commander Operations, Captain J Alexander OBE, Carrier Strike and Aviation Captain, Lieutenant Colonel G Spink, Army Aviation Standards and Wing Commander D Arch, Acting Commandant Central Flying School.

The Master and the Guest of Honour exchange greetings with the HAC Pikemen on their way in to the Banquet

The Banquet was served in the magnificent medieval Great Hall; the Beadle, Mr E Prior, led in the Master’s party to the customary slow handclap. 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 the Guest of Honour; 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. After his opening remarks on the exceptional quality of the Award winner’s achievements, he noted that this year marked the 100th anniversary of the birth of the Central Flying School, one of the Guild’s Affiliated Units known world-wide for its excellence. He then presented an illuminated scroll marking this significant event to Wing Commander Darren Arch, Acting Commandant CFS. He continued by mentioning some of the successes of the year so far - the Queen’s Jubilee celebrations, the Olympics and the associated airspace restrictions, which proved far more user-friendly than expected, and the unveiling of the Bomber Command Memorial, a job well done at last, helped in great measure by Assistant Malcolm White. He thanked the members of the Honourable Artillery Company for providing the Pikemen Guard of Honour and the musicians, the caterers for the first class meal served so expertly and the Learned Clerk and his team for all their work in making the event run smoothly and successfully. In welcoming the Guest of Honour, a very distinguished Royal Navy helicopter pilot, he noted that his own helicopter flying experience was limited to a short Air Sea Rescue acquaint course on the Wessex, when a winchman hoped that he would not be used as the conker in a game of aerial conkers whilst on the end of the wire! He concluded by proposing the Toast to the ‘Award Winners and Guests’. Admiral Zambellas replied, thanking the Guild on behalf of the guests, observing that ‘tonight’s shindig was truly fantastic’. He remarked that his speech would be no longer than the time a Wasp helicopter had to escape the effects of the nuclear depth bomb it might have delivered - eight minutes - and described his early flying experience with the Hawker Siddeley company as a flight observer doing stalls in the HS 125. He noted that despite the pace of change in aviation it was not how we fly that mattered but why. It was vital to maintain the correct man/machine balance despite the onward march of unmanned flying machines and aviation in all its forms still demanded courage, leadership and skill. He concluded by 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.
Trophy and Award Winners, 2011/2012

The following are the abbreviated citations that were read at the Trophy and Awards Ceremony. Full citations can be found on the Guild website.

GUILD AWARD OF HONOUR

Ken Wallis has held a pilot’s licence for 75 years, and has not only witnessed the evolution of the aviation industry, but has more than fully participated in it.

Ken Wallis completed 24 wartime missions over Northern Europe in Wellington bombers, before spending many years engaged in armament and weapon research, including a two year exchange posting in the US which introduced him to the Bensen B7 Gyroglider and sparked a desire to initiate gyroplane development in the UK. On retiring from the RAF in 1964, he formed his own autogyro company, pioneering the design and building of autogyros, including the invention of the offset-gimbal rotor head - with the capabilities of his product shown to good effect in the 007 film ‘You Only Live Twice’. In 34 years of development, building and flying autogyros, he has set 34 world records, several of which still stand, and at 96 he is still trying to improve on some of them.

Ken Wallis is the one individual who has truly developed the technology behind the autogyro to enable it to be a practical form of aviation. For his creativity, dynamism and perseverance over a life-long involvement in the aviation industry, Wg Cdr Ken Wallis is awarded the Guild Award of Honour.

SIR ALAN COBHAM MEMORIAL AWARD

Andrew Warner graduated in 1976 with an MA in Engineering Science and joined the AAC.

He then graduated from the Empire Test Pilot’s School in 1982 and his military test pilot tour was spent at RAE Farnborough, where his work was centred on electro-optical equipment for helicopter pilots, helicopter handling qualities, laser dazzle protection and GPS.

Since 2006 he has been the Chief Test Pilot of Eurocopter with direct responsibility for 3 new helicopter development and 10 production helicopter programmes.

In 29 years of test flying, Andrew has been at the centre of wide ranging national and collaborative research and development flight test programmes, many of which he has planned, led and flown. Their success has owed much to the management, flight test and engineering skills that he has demonstrated in multi-national collaborative projects. His work has made an outstanding contribution to European helicopter development in particular and to the Art and Science of Aviation in general. Andrew is currently in Australia, and is therefore represented tonight by his son to receive his very deserved award of the Guild’s Derry and Richards Memorial Medal.

THE DERRY AND RICHARDS MEMORIAL MEDAL

This award is for the outstanding Guild PPL scholarship winner for this year.

Sebastian Krzyzewski won the Guild’s Cadogan Scholarship and from the initial impression that he made upon the scholarship selection committee to the approach he adopted during his flying training, Seb was exemplary. His ground school results were top class and his whole approach to the learning process and personal application required to be a proficient and able pilot were present from the outset.

As a result of his personal qualities and professional, competent approach to flying demonstrated during his training for a PPL, Sebastian Krzyzewski is awarded the John Landymore Trophy for 2012.

THE JOHN LANDYMORE TROPHY

Air Cdre Graham Pitchfork served in the RAF for 36 years as a navigator and was awarded the MBE for his part in introducing the Buccaneer into RAF service.

Since his retirement from distinguished active service Graham has received high acclaim for his contribution to aviation journalism and is one of Britain’s most authoritative writers on RAF operations and history.

Through his books he has brought alive the world of aviation to a huge audience beyond the professional arena. He has written numerous articles for ‘Flypast’ and other aviation journals and most importantly his obituaries in the Daily Telegraph draw much favourable comment being exceptional and fascinating insights into those who have made extraordinary and wide ranging contributions to aviation both in peace and war.

For bringing the world of aviation to a much wider and more cosmopolitan audience in such a highly commendable
and professional way, Graham Pitchfork is awarded the Guild Award for Aviation Journalism.

**THE GUILD SWORD OF HONOUR**

Gerald Hackemer completed an RAF flying scholarship but, tragically, a serious illness thwarted his ambition to fly professionally. However, his passion for aviation remained and he joined the Air Cadets Organisation which he served for 28 years. A keen private pilot for 50 years he has flown extensively in the UK, Europe and the USA and amassed a wealth of knowledge about General Aviation.

In addition to his long-standing involvement with GASCo, he has also been influential in a number of GA advisory boards as well as the Guild’s own Technical and Air Safety Committee.

As GASCo Vice-Chairman, and later as Chairman, he tirelessly briefed CAA working groups and produced proposals designed to help reduce the number of fatal GA accidents, as well as chairing numerous GASCo Safety Seminars across the country.

Gerald Hackemer deserves recognition for a lifetime’s voluntary and dedicated work in support of GA. For this and his outstanding contribution to the promotion of flight safety education and promotion he is awarded the Guild Sword of Honour.

**THE GUILD AWARD OF MERIT**

Following a career with British Airways which included managing operations ‘behind the Iron Curtain’ in Russia, John Burley moved to Canada, where he became instrumental in forming a Canadian Region of the Guild.

He felt very strongly that the Guild could fulfil a much needed role in Canada as there was no aviation organisation there which was non-political and which embraced the whole spectrum of aviation, especially the local specialist roles of bush and float plane flying as well as aerial fire fighting.

Since its formation in 2008, John has served as its first Chairman and has worked tirelessly to establish an effective Guild presence in Canada, helping to create a viable management structure. A further development took place in 2010 when the established Canadian Region was expanded to take in all those overseas members of the Guild resident in the United States of America; thus forming the North American Region of the Guild.

In 2011 John stood down as Chairman of the Region, but remains on the executive committee and continues to contribute to the development of the Region.

For his tireless efforts on behalf of the Guild, and the successful establishment of a Region in Canada and the US, John Burley is awarded the Guild’s Award of Merit.

**THE MASTER’S CONCENDATION**

One of the distinct characters in New Zealand aviation, Stan Smith, has, over the last 54 years, built a formidable reputation for excellence in vintage aircraft maintenance and restoration. His encyclopaedic knowledge of design and technical detail, his immaculate engineering skills and his special love of old British aircraft are legendary.

After gaining his private pilot licence Stan joined the NZ National Airways Corporation (NAC) in 1958 as a young apprentice engineer, before joining Air New Zealand as a Flight Engineer. During this time he also established his own maintenance company and has carried out all aspects of maintenance engineering on a range of aircraft from Cessna 150s to DC-3s for the past 40 years while also keeping his piloting skills current as a flying instructor. He has built a worldwide client base for his speciality of rebuilding vintage aircraft to the very highest standard.

For the inimitable place he has created in his specialist disciplines of aviation, both in New Zealand and internationally, and his excellent contribution to the continuity of those precious skills, Stan Smith is awarded the Master’s Commendation.

**THE MASTER’S MEDAL**

On 28 April last year, David Sykes, or ‘Wheeley Dave’ as he’s known, set out on the classic England - Australia route in a microlight, relying on donations to fund his flight, with no one to help him de-rig each day.

In his 124-day flight, he was held up for 21 days in obscure parts of Burma, mainly by atrocious weather, living hand to mouth, and it is obvious in reading his account there were many days where he could easily have been killed. Yet he persisted even though violent winds wrecked his aircraft on Timor, one day’s flying from Australia, he re-built and flew on to make a lonely journey across Australia’s Outback to Sydney.

He has produced a book called ‘On a Wing and a Chair’ and all the real old-fashioned pilots in the aviation community should commend a fellow-flyer and hero. For his brave and brilliant solo microlight flight from England to Australia, despite having no sponsor, and no carer, David Sykes, is awarded the Master’s Medal.
THE CENTRAL FLYING SCHOOL GUILD TROPHY

John Hurrell has amassed over 5,000 hours of instructional flying over the past 25 years, training aircrew both as an RAF Officer and most recently as Chief Flying Instructor for BAE Systems. In the latter role, he has led a team delivering training to pilots who in turn are moving on to become instructors.

John stands out from his peers by maintaining boundless enthusiasm and absolute dedication to individual student needs, always willing to go the extra mile for a positive result: he has never grown tired or become complacent in the cockpit even after a quarter of a century of instruction.

His generosity and love of flying extends into his spare time, providing free instruction to employees at the BAE Systems Flying Club and flying cadets at RAF Woodvale Air Experience Flight.

For his dedication, great skill, professionalism, generosity and tireless work as an instructor, for over 25 years on a wide range of types, training pilots from a wide range of nationalities and background, John Hurrell is awarded the CFS Guild Trophy.

THE PIKE TROPHY

Chris Gould was in 1957, one of the first pilots to qualify on an all jet course with the RAF and has since logged over 14,000 hours of which 9,000 have been either as a military or civilian flying instructor, including as Head of Training at the integrated European College of Air Training. Today at the age of 74, he continues to fly “full time” and continues to enjoy passing his vast knowledge to young up and coming pilots.

There can be few instructors in the UK with such a breadth of instructional experience, both civil and military, who have shown such dedication to flying training over more than 55 years. He has consistently encouraged the highest standards in the art of flying instruction, and Cp Capt Chris Gould is a worthy recipient of the award of the Pike Trophy.

THE GRAND MASTER’S COMMENDATION

Roger ‘Dodge’ Bailey had a distinguished career as a RAF Instructor and Test Pilot prior to leaving the RAF in 1990 when he joined Cranfield University as Chief Test Pilot.

At Cranfield Roger has made several significant contributions. However, perhaps his greatest contribution has been in flight test through his work with the Jetstream flying laboratory and the other Cranfield test flying that he has carried out.

Since 1990 Roger has also flown the majority of the Shuttleworth Collection aircraft and is currently their Chief Pilot. He has played a significant part in operating these aircraft safely and the training and checking of the other Shuttleworth pilots.

In recognition of this exceptional aviation career, and outstanding services in the air, Roger Bailey is awarded the Grand Master’s Commendation.

THE BRACKLEY MEMORIAL TROPHY

Flt Lt Maggs is a C17 Capt and the Senior Tactics Instructor on 99 Sqn. He has been pivotal in the incremental development of UK C-17 tactics to ensure the safe operation of the C-17 in the Afghanistan theatre, including operations onto short and narrow runways at night utilising Night Vision Goggles. He is also the pilot of choice for any new/esoteric tasking that requires exceptional tactical experience and ability. In particular, his detailed risk analysis, calm assuredness and superb tactical awareness ensured the safe success of 99 Sqn’s involvement in the recent operations mounted as a result of the situation in Libya, as well as subsequent missions.

For his dedicated and continued safe development of C-17 tactical operations and inspired tactical leadership Flt Lt Maggs is awarded the Brackley Memorial Trophy.

THE JOHNSTON MEMORIAL TROPHY

A Typhoon flight commander on 3 (Fighter) Sqn during operations in Libya, Sqn Ldr McMeeking displayed exceptional tactical awareness during complex and dynamic, time-critical situations within a confusing and ambiguous battle space and his personal initiative led to the successful conclusion of many missions.

An example of his exceptional abilities is that when having already destroyed a vehicle firing at civilians, his formation was urgently tasked to Sebha, deep inside Libya. En-route it became apparent that the Predator on task in Sebha was going to run out of fuel before his formation arrived. But by using the operational height of the Typhoon, Sqn Ldr McMeeking ensured the target details were received, facilitating the prosecution of 4 targets. Then, recovering from the target area low on fuel, he became aware that a battle, taking place directly between his formation and their refuelling tanker, would preclude a safe refuelling. Showing exceptional situational awareness he directed the tanker to a safe area that was within range of both Tornado and Typhoon aircraft which were in the formation.

An example among many of his commendable performance of airmanship and operation of airborne systems, for which Sqn Ldr Jody McMeeking is awarded the Johnston Memorial Trophy.

THE AUSTRALIAN BI-CENTENNIAL AWARD

This award was presented by the Master during his Tour in Australia.

THE JEAN BATTEN MEMORIAL AWARD

Following distinguished wartime service with 18 Sqn RNZAF flying P-40 Kittyhawks and F4U Corsairs, in 1950 Guy Robertson founded one of the first aerial top-dressing companies in the world. Robertson Air Service grew to become one of New Zealand’s largest (and safest) operators in the field. In addition Robertson introduced the Fletcher FU-24 aircraft to New Zealand, creating the forerunner of Pacific Aerospace Ltd which builds and sells the P-750 XSTOL aircraft around the world.

Guy Robertson is an exceptional airman and a businessman of proven ability, who took small aircraft, not designed to undertake aerial application work, and built a strong industry which today designs, builds and exports aircraft and
THE SIR JAMES MARTIN AWARD

Despite the onset of late onset muscular dystrophy, Mike Miller-Smith has overseen the growth of Aerobility (formerly the British Disabled Flying Association) as member, committee member and CEO, to become the foremost charitable organisation providing access to aviation for disabled people.

Aerobility now operates from 4 main airfields across the UK and is a recognised pilot training organisation regulated by the CAA.

Mike’s approachability, understanding, friendliness, charisma and love of all things aviation has allowed members of his organisation to embrace new challenges, which have brought immense benefits to their own self-esteem and confidence, helping equip them in coping with their own disabilities. Mike has brought previously unimaginable pleasure and achievement via the experience of flight to many who normally experience barriers and obstacles rather than opportunity. Mike Miller-Smith is accordingly awarded the Sir Barnes Wallis Medal.

THE CUMBERBATCH TROPHY

Over the last 30 years, Harbour Air Seaplanes has grown from a 2 aircraft operation to becoming the largest seaplane airline in the world, with a fleet of 52 aircraft, serving 16 destinations around British Columbia, with over 140 departures per day or approximately 55,000 flights per year.

Following a fatal accident in 1998, the company initiated a Safety Management System designed to exceed airline industry standards. The system includes real-time online reporting, hazard identification, satellite based aircraft tracking systems and extensive emergency response planning. In 250,000 fleet hours since 1998 and over 500,000 take-off and landings, Harbour Air has been accident-free.

In recognition of an outstanding contribution to air safety, by the development of techniques contributing to safer flight, and improvements in ground equipment and services, Harbour Air Seaplanes is awarded the Cumberbatch Trophy.

THE HUGH GORDON-BURGE MEMORIAL AWARD

On 7 July 2011, ‘Rescue 193’, of 771 NAS arrived on scene 110nm offshore to find the yacht ‘Andriette’ moving violently in a sea state 7 and winds gusting 40 knots.

The yacht’s crew immediately manned their life-raft which, connected to the yacht, was sufficiently displaced to permit a rescue attempt. However, the severe sea state prevented a high-line attempt so Sgt Russell RM, the winchman, immediately volunteered for a conventional winch rescue. At this point the life-raft broke free of its tether and drifted clear of the yacht, removing all visual references for the flying pilot, Capt Roskilly RM. Now with no hover references and wholly reliant on Lt Sawyer’s control orders, he skilfully established a 50 foot hover over the life-raft, so that the winchman could be
deployed to attempt the rescue. Sgt Russell found himself rapidly alternating between being fully submerged and, just as swiftly, 20 feet clear of the sea surface which frustrated numerous attempts to reach the life-raft. Finally, he physically hauled himself to the raft and he and the first survivor were eventually dragged into the air, just as a large wave capsized the life-raft and the remaining survivor was lost from sight. Once they were relocated Sgt Russell swam to the inverted raft. With selfless disregard for his own life, he dived under the inverted raft and surfaced in an air pocket, finding the remaining survivor there, however, the panicked survivor then gripped Sgt Russell’s arm, preventing him from resurfacing. Trapped underwater, Sgt Russell fought for breath before managing to rejoin the survivor in the air pocket. Eventually, the crew regained visual contact with their winchman, but as the winch wire was raised the rescue hook caught on a handle on the life-raft and flipped it upright, tossing Sgt Russell into the water and the unrestrained survivor back into the raft as it rolled. Sgt Russell again swam back to secure the survivor and they were both finally winched away from the raft. After more than 30 minutes on scene the rescue was completed.

The resolute determination, bravery and tenacity of the crew, combined with sheer professionalism, operational skill and teamwork under the most testing of conditions ensured the success of this highly demanding rescue. The entire crew is accordingly awarded the Prince Philip Helicopter Rescue Award.

On 27 October 2011, a Cormorant crew from 103 Search and Rescue Squadron in Gander, Newfoundland, was tasked to rescue two hunters who were stranded on an ice flow in the Arctic waters near Igloolik, Nunavut - a distance of 1,500 nm and over 14 hours flight time, which pushed both aircrew and machine to the brink. Expert mission planning and extraordinary team work lead to Rescue 915 arriving on scene in record time despite icing conditions and extreme winds. A few hours before arrival Rescue 915 was informed that three Search and Rescue Technicians (SAR Techs) from 424 Sqn had parachuted into the Arctic seas from a SAR Hercules aircraft which had then departed due to fuel requirements. After an IFR let down to the last known position of the missing hunters and after being on duty for 16 hours, with night time upon them and weather deteriorating, the crew of Rescue 915 prepared themselves for what was to be a most hazardous rescue mission in one of the most unforgiving regions on the planet.

The Guild Bursary Winners for Instrument Instructor Ratings are Dean Foulds and Thomas Atkinson, for Multi-Engine Instructor Rating Antony Ellams. The following awards are not presented at this event but are recorded here for Guild member’s information. Guild Bursaries at City University are awarded to Sunveet Singh Bakhshi and Maria Del Mar Bueno Rubio (Msc Course in Air Transport Management) and Emilia Martin. (Msc Course in Air Safety Management).

The Guild Bursary Award for Gallantry.

The Guild Scholarships and Bursaries

A report by the editor

The Immediate Past Master, Captain Wally Epton, stood in for the Master who was on his tour of the Regions and presented the 2012 Scholarships and Bursary winners with their certificates at Cutlers’ Hall on 15 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 various courses of training. The Scholarship winners are:

**Flying Instructor (Restricted):**
- Swire - Duncan MacDonald
- Norman Motley/Gladys Cobham Trust Scholarship - Mark Green
- The Guild Gladys Cobham Trust Scholarship - Gary Hutchinson

**Private Pilot Licence:**
- Cadogan - Sebastian Krzyzewski
- Grayburn - Thomas Baldock
- The George Dobson Memorial Scholarship - Megan Foley
- The Guild Gladys Cobham Trust Scholarship - Will Hardy

**Guild Young Members Gliding Scholarships:**
- Tobias Radke
- Connor Richardson

**Jet Orientation Course at EPST**
- Louise Iveson
- Cameron Brown

**The CATS (Luton) ATPL Ground School Scholarship** - Thomas Dean

The Guild Bursary Winners for Instrument Instructor Ratings are Dean Foulds and Thomas Atkinson, for Multi-Engine Instructor Rating Antony Ellams.

From L-R Sebastian Krzyzewski - Cadogan PPL, Megan Foley - George Dobson Memorial PPL, Will Hardy Guild (GCT) PPL, Duncan MacDonald - Swire FI’ Gary Hutchinson - Guild (GCT) FI, The IPM, Mark Green - Norman Motley FI, Tobias Radke - Gliding, Cameron Brown - JOC, Louise Iveson JOC, Thomas Dean - CATS Groundschool Scholarship, Dean Foulds - IR Bursary
Editor’s Note. This article has been written by Matthew Giles, who was awarded the Cadogan Scholarship for a PPL and completed his training in 2011. It gives the reader a good feel for the challenges and activities of a typical Guild Scholarship winner attempting to gain entry into civil aviation as a career. Matthew’s persistence and energy in pursuing his career ambition are highly commended.

It has now been just over a year since I gained my PPL at Redhill aerodrome thanks to the scholarship awarded to me by the Guild of Air Pilots and Air Navigators. Much has happened during that year and I write to bring my friends at the Guild up to date with my progress since gaining my PPL.

My plan after gaining my PPL was to find work in a full time aviation related job while continuing work at Redhill aerodrome at weekends for Cub Air. I hoped to pick up the occasional flying hours by positioning aircraft and accompanying club members when they wanted an additional set of “eyes and ears” on one of their flights. Whilst doing this I intended to apply for every cadet pilot opportunity that was advertised.

After a lengthy interview process I secured a job with Menzies aviation based in Crawley selling aviation cargo space. It was a steep learning curve but with enthusiasm and hard work I became a valued member of their team. My flying hours steadily built up thanks to my job at Cub Air and I spent as much time as I could improving my interview technique and fine tuning my C.V.

I got my first chance of putting my improving credentials and interview technique to the test when Easy Jet advertised for cadet pilots early in 2012. I put a good set of interviews together but was not selected by Easy Jet, which was quite a blow at the time.

Another cadet pilot opportunity was advertised soon after that by an Australian Company called Jetstar. With my experience from my Easy Jet interviews I put together a more polished interview performance and I was delighted that both companies wished me well despite the very short leaving notice I had to give them.

I arrived in New Zealand Sunday afternoon and had only a few hours to settle into my accommodation and sleep before reporting to CTC bright and early on Monday morning. It has been a series of ground school and flying training ever since. To date I have passed all my ground and flying exams first time. As I write this I have started the Instrument Rating part of the course which, with its twin engine flying and purely instrument procedures, is something I am really enjoying.

I should finish at CTC in June 2013 and then I head back to the UK for a Type Rating on the Airbus A320. This will be carried out at Southampton. If all goes well I hope to be flying for Jetstar by the end of 2013. I have yet to be told where I will be based but the three most likely locations at this stage are Sydney, Brisbane or Melbourne.

I hope you will agree that I have put The Guild of Air Pilots’ faith in me to good use and I would like to say again how grateful I am for the help I received from GAPAN at the start of this great adventure.
Gliding Scholarship 2012

TOBIAS RADKE

GAPAN’s Guild Young Members (GYM) Gliding Scholarship gave me the fantastic opportunity to attend a one-week Gliding Course and progress towards my first gliding Solo last summer. I first sent off my application thinking that I would not really have a chance of being awarded this very generous grant; for the last two years the Scholarship has provided young glider pilot students with a huge support towards their pre-solo training and it has consequently been very popular.

I had always had a passion for aviation and had started gliding though my university’s club. At the time of my application I had been learning to fly for six months and was still quite new to this fascinating sport. When I heard about the Scholarship I applied straight away as I knew that it would really help me progress towards my first Solo. I was completely overwhelmed and incredibly happy when I was invited for interview and actually awarded a GAPAN GYM Gliding Scholarship!

Throughout the summer I had really been looking forward to the week’s residential gliding course. Lasham Airfield hosts one of the biggest gliding clubs in the world and is a particularly busy site. In addition to that, large powered aircraft such as turboprops and airliners operate at the airfield, which makes good airmanship and a proper lookout essential. Also, Lasham offers fantastic training conditions as the Gliding Club has a large fleet, excellent equipment and aerotows available at almost any time.

Upon arrival at Lasham Gliding Society I met Connor Richardson, the other lucky Scholarship winner, as well as Merv Saunders, who was our enthusiastic and very committed gliding instructor for the week. After an airfield briefing we went straight to the hangar to perform a daily inspection of our K13 training glider under the supervision of Merv and joined the queue at the winch launch point to fly a few ‘refresher’ circuits. Connor and I had roughly the same amount of basic gliding experience, but whilst Connor had not flown many winch launches I had never been on an aerotow before.

During the first two days of the course the training focused on general handling, circuit technique and some soaring. Almost without taking breaks, Merv flew with us in turns throughout the day to prepare us for more challenging training such as stall and spin recovery. On Wednesday morning, there was almost no wind present at the airfield, which provided us with ideal conditions for some aerotow practise. After Connor returned from his flight it was then my turn to ‘follow the tug’. After the slightly tricky ground run I really enjoyed the launch as it is really quite a challenge to fly so accurately behind another aircraft. Over the next few days we then also learnt how to fly aerotows in more tricky conditions and how to follow the tug in well banked turns, which really is a bit like formation flying!

During the course I was even lucky enough to get a demonstration of a field landing: on a soaring flight with our instructor Merv we initially climbed very well, but suddenly hit an area of very large sink. By looking at the cumulus clouds one can usually fly around sink, but on our flight it soon turned out that we had simply been unlucky and we had to start looking for suitable fields. East Hampshire is an agricultural area so that there was plenty of choice and Merv landed the glider safely in a field. After having contacted the airfield and offered our apologies to the farmer Connor kindly joined the retrieval crew to pick us up. This experience was quite unusual for a local flight, but it really demonstrated that gliding is a team activity – thanks to the patient retrieval crew again!

On the second to last day we both practised further emergency scenarios such as launch failures on the winch. It is crucial to react appropriately in these situations as the glider must be recovered from an almost 40 degree nose-up attitude to a recovery attitude in order to pick up speed again. After we had both practised many cable breaks at a range of heights Merv decided to send us Solo, which really came as a bit of a surprise! I was to go first and I obviously was a bit nervous, but as soon as I started running through the pre-flight checks the ‘routine’ set in. The first thing I realised was that my launch was about 300 feet higher and the glider really was a bit easier to fly. After a few gentle turns over the high key point it was time to join the circuit and land it nicely in front of the crowd at the launch point. After Connor had successfully flown his first Solo we joined the Lasham Vintage Gliding Club for a BBQ in the evening and obviously got ‘fined’ for going Solo!

On the last day of the Scholarship Course we both had the opportunity to fly a few consolidation Solos after several check flights. The most rewarding thing about going Solo is definitely the fact that you have the ability to conduct a safe flight on your own and that you are in the position to make decisions on your own. The best part of learning to fly really only starts once you are a Solo Pilot!

Finally, I would really like to thank the GAPAN Guild Young Members for funding and organising this fantastic Scholarship. This support really helped me enormously to progress in gliding and I am very grateful that the GAPAN GYM have given me the unique opportunity of completing this one week intensive course. I am now very well prepared for further post-solo development and I will definitely keep up gliding beside my engineering course and my ambition to become a commercial pilot.

I can only encourage ambitious pre-solo gliding pilots who have a passion for aviation to apply for the GAPAN GYM Gliding Scholarship next year; this grant really is a very generous support and gives you the opportunity to make huge progress in the sport.
THE 2012 SIR FREDERICK TYMMS LECTURE, 27 SEPTEMBER.
THE FIRST GULF WAR, THE AIR CAMPAIGN - A COMMANDER’S PERSPECTIVE

AIR CHIEF MARSHAL SIR WILLIAM WRATTEN GBE CB AFC

A REPORT BY THE EDITOR

The 2012 Sir Frederick Tymms Lecture was held in the Royal Aeronautical Society’s Headquarters, 4 Hamilton Place, on 27th September. The subject, ‘The First Gulf War, The Air Campaign - a Commander’s Perspective’, was delivered by Air Chief Marshal Sir William Wratten and attracted a wide audience, including representatives from no fewer than 27 Worshipful Companies of the City of London and a good cross section of those who had participated in the campaign, including the Master.

Following an introduction by the Master, Sir William began by reminding his audience why British forces found themselves in the Gulf region preparing for conflict in 1990. After Iraq’s invasion of Kuwait, Saudi Arabia, concerned that Iraq might continue on into its northern oilfields, appealed to the USA for military assistance. The USA’s reinforcement of Saudi, Operation Desert Shield, triggered a US response, with the Prime Minister offering British involvement as a part of the Coalition. This led to the establishment of Operation Granby, with major contributions from the RAF to Air Forces in the Coalition. The Coalition’s aim was to eject Saddam Hussein’s forces from Kuwait; the principal members of the Coalition were the USA, Saudi Arabia and the UK, with lesser contributions from France, Canada, Italy and New Zealand. Ultimately some 34 nations took part.

Sir William then outlined the Command and Control arrangements in the theatre of operations. He described vividly the various personalities involved, including the larger than life figure of General Schwarzkopf, Commander in Chief CENTCOM, Prince Khalid, the most senior Saudi commander, General ‘Chuck’ Horner, the Air Forces Commander and senior USAF officer, and General Peter de la Billiere, the senior British officer in theatre. He described how ‘Chuck’ Horner adapted the Pentagon’s plans and designed an Air Campaign to pave the way for a Land Campaign. The Air Campaign had five aims; to achieve air superiority, to deny the Iraqi command, control and intelligence, to destroy their NBC capability, to destroy the Republican Guard (the most capable of their forces) and to prepare the battlefield. It was expected that a six week campaign would reduce Iraqi capability by 50%.

He then described the RAF’s contribution, which comprised some 100 fixed wing aircraft including Tornado GR1, GR1A, and F3, Jaguar, VC10, Tristar, C130 and Buccaneer, and a number of Pumas and Chinooks. This RAF contingent represented less than 4% of the total air assets available. The USAF’s assets were enormous by comparison, there were no fewer than fifty two B52s and forty two F117 Nighthawks (the new stealth fighter) to name just two types. The US Navy had six aircraft carriers with F14 and F18 fighters embarked, the US Marine Corps provided AV8B Harriers and the RSAF and Kuwait Air Force also played a significant part.

The Air Campaign started on 17th January 1991. Sir William described in detail how the Campaign was managed at higher command level. IT specialists were key personnel in providing up-to-date and accurate information. An Air Task Order (ATO) would be published twelve hours in advance, giving full details of the planned operations. A typical example was shown and it was evidently a complex document. Force packages of sixty plus aircraft were regularly employed and at any one time no fewer than one hundred and fifty aircraft might be used in a fifty minute time frame. This required a very complex Airspace Command and Control Plan. Inevitably, as the Air Campaign unfolded, Sir William experienced interference from London, both political and military, and problems in theatre over differing interpretation on Rules of Engagement (ROE) between Nations. There was controversy over the use of the airfield denial weapon, JP233, used by Tornado GR1s. Originally designed for use in Central Europe against Warsaw Pact airfields, it could only be delivered from straight and level flight at low level. Iraqi airfields were considerably larger than their European counterparts and were defended by a very wide range of anti-aircraft guns and missiles, but as air superiority was achieved in some three days, hazardous low level operations using JP233 were rendered unnecessary. The Tornados were then employed in medium level attacks, but initially they were limited to using unguided ‘dumb’ bombs with consequent loss of accuracy. The USAF’s F15s, originally nominated to designate Laser Guided Bombs (LGB) for the Tornados, had been re-deployed against the Iraqi SCUD SSM capability in the light of Iraqi SCUD attacks on Israel. Happily this situation was resolved by deploying Buccaneer aircraft with Pavespike laser designators, and the early introduction of TIALD, the Tornado laser designator pod that was undergoing trials when the Air Campaign started.

After some six weeks of intensive air operations the Land Campaign was launched. Some ten thousand casualties were expected - (your Editor was involved in the plans for the nation-wide deployment of medical teams to meet incoming aircraft with British casualties) - but in the event casualties were minimal and the Land Campaign was completed in five days, thanks to the superb conduct of the Air Campaign by both the operations staffs and the aircrew of all the air forces involved.

Sir William concluded by drawing the following lessons from the Air Campaign. First, the need to establish an Air Warfare Centre, to provide a continuous update of air tactics and the employment of air power in differing scenarios. The RAF has now established an Air Warfare Centre. Second, the need to consider carefully Roulement and Replacement of aircrew in any extended period of operations. At the start of Operation Granby, the RAF despatched its most experienced crews into theatre for a four month time-span. Inevitably they were replaced by less experienced crews who needed extensive in theatre training within days of the Air Campaign starting, a less than satisfactory situation. Third, aircrew assessed as Combat Ready should be recognised as trained to go to war irrespective of their hours on type. Fourth, the need in the UK for a Permanent Joint Force Headquarters; this has been established at Northwood and has already proved its worth. Fifth, the need for Unity of Command, especially in any coalition arrangements. Sixth, the need for clear and concise Mission Aims and Endgame. Finally, the value of stealth technology and the need for Precision Guided Munitions to ensure minimum casualties both in one’s own forces and in any civilian bystanders.

After a lively question and answer session the Master Elect, His Honour Judge Tudor Owen, thanked Sir William for a fascinating and thought provoking presentation from which many useful lessons could be drawn. This was greeted with acclaim. A reception was held subsequently in 4 Hamilton Place.
I f anyone has any doubts as to the viability of the Regions and the value of the Regions to the Guild in general, those doubts would have been dispelled by the turnout for the 30th Anniversary of the Region in Hong Kong on Friday, 21st September.

Sixty members and their guests attended a celebratory dinner at the prestigious Bankers Club in the Landmark Centre on Hong Kong Island, the venue being arranged through the good offices of Liveryman Lily Fenn. With a membership approaching 180, this was no mean feat considering this is a particularly active working body of pilots, and not everybody who would have liked to attend the event could do so.

With HK Regional Chairman, Antony (Tony) Fung, hosting the dinner, six past Regional Chairmen were presented along with principal guests, Director General of the HK Civil Aviation Department, Mr. Norman Lo, and Controller of the Government Flying Services, Capt. Michael Chan. The ceremony of the Loving Cup preceded the traditional speeches and a congratulatory message from the Master was warmly received.

It is a measure of the respect in which the Guild is held in Hong Kong that such luminaries of the local aviation community are keen to support the Guild as an apolitical, independent body concerned with the furtherance, amongst other things, of professionalism within aviation. This was especially the case having the honoured guests, such as we did, join with us in celebrating such an auspicious milestone in the history of our Region.

The ‘Formal’ bit...

The ‘Informal’ bit...
The visit to Multi Pilot Simulations (MPS) was planned to enable GAPAN and its members to gain a better understanding of the world of flight simulation used in today’s commercial pilot training. From a personal standpoint, as a student going through ATPL ground school, I believed the visit would prove very beneficial to myself to see the equipment I would eventually be training on and being offered a rare behind-the-scenes look at the world of flight simulation.

The visit started on Monday 10th September in which four Guild members flew out on a private PA-32 Lance piloted by Guild Freeman and PPL holder Peter Dobson accompanied by Immediate Past Master Wally Epton (ATPL), Assistant John Denyer and myself (both PPL holders). After a flight from Lydd Airport, Kent to Hilversum in a brisk 1 hour 15 minutes and an average ground speed of 200mph we were greeted by customs officers who checked our documents. We were then met by MPS sales manager René Veerman who kindly drove us to our hotel for the evening where we met the CEO of MPS Dick Verbarg who generously treated us to a 3 course meal. We were joined by fellow Guild Liveryman, Neil Lee, a resident of Holland and current B737 captain with Arkefly (TUI).

The following day René picked us up from our hotel (which was a lovely stay) and we were taken to the Multi Pilot Simulations offices and manufacturing warehouses in Groenekan. We were given a presentation by Dick on the operation of the business and what it strives to achieve, its goals, company structure and future plans which was very informative.

With 18 staff, MPS is a flight simulation company developing fixed-based systems based on the Boeing 737 Next Generation (NG) series of aircraft along with the Airbus A320. These types are chosen primarily for their dominance in the commercial airline market and notably as the aircraft most newly qualified pilots will start their professional careers on. The simulator structure, found in the adjacent manufacturing warehouses, use actual aircraft fuselage cockpit sections from decommissioned airframes kept in storage awaiting disposal, mainly from the US. These are then stripped down completely, cleaned and resprayed before the new simulation avionics suites are fitted along with the computer systems and large concave displays for the visuals. Most of the switches and hardware are genuine parts purchased from both Airbus and Boeing to give the ultimate in realism and accuracy. The build time from order to installation is typically 6 months. MPS has all its own software, hardware and installation engineers on site and indeed it was fascinating to see a B737 simulator in the final stages of development alongside A320 and B737 bare-cockpit sections awaiting work to commence.

Despite being fixed-base, the simulators are designed to replicate every single aspect of both the Boeing and Airbus and as such the level of detail and realism has allowed MPS to receive certification for up to 50% of a type rating course to be conducted in their simulators. This greatly reduces the cost involved to individuals and airlines who traditionally had to use full motion simulators. This is achieved through lower maintenance and operating costs along with lower infrastructure and acquisition costs. They also can be a great tool in the use of MCC and CRM that is now an essential part of modern airline pilot training. Dick emphasised from personal experience how ill prepared many pilots are when transitioning from small piston twins, such as a Seneca, onto high performance jet aircraft and the adjustment to the complex systems (and speed) of these machines. The consensus was that reducing the cost of training in flight simulators should give the candidate more time in the training environment for the same price as a traditional course, rather than simply to save money.

After the presentation and tour of the warehouses it was time for a spot of lunch, again generously provided by MPS, and then it was on to their strategic partner- The European Pilot Selection and Testing (EPST) centre, located about a 15 minute drive from MPS in Utrecht. A company Dick set up and is still a part-shareholder in. Here we met the 6th and final Guild member of the visit, Chris Long. EPST is an airline partner school training students, mainly from FTO’s such as Oxford Aviation Academy and prides itself on its excellent reputation with placing students with airlines and its rigorous selection process which is now
used worldwide in pilot recruitment. Indeed the selection process is very tough and it was a surprise to hear they only take on 15% of all students that go through their selection process (which comprises the COMPASS aptitude tests along with group interviews and simulator assessments). We met Eric Dujikers, Martinair Boeing 767 pilot and current Managing Director of EPST who after a short presentation, again covering the background of the company, invited us all to have a go in a Boeing 737-800 simulator, the kind manufactured by MPS. My co-pilot, John Denyer and I found it to be an enormous step up from the Chipmunks and Cessnas we are used to flying...there are quite a few more switches! We both had a go at a full take-off, circuit and landing each getting at least 15 minutes at the controls with Eric talking us through the various procedures and systems that make up the aircraft, a great experience.

After our simulated flight and goodbyes it was quickly back to Hilversum, again kindly driven by René who saw us off. Our documents checked and just in time to coincide with our flight plan we were airborne with Peter very kindly allowing me to fly the PA-32 back to Lydd.

All in all it proved a fantastic trip and it was very interesting to see the development of flight simulators and a chance to see the requirements of current and future commercial aircrew. I would like to personally thank Rene for being a great host (and taxi driver!) Dick for allowing us all to have unrestricted access to the facilities at MPS and EPST and thanks to Eric for being a great instructor.

Guild Visit to Lasham Gliding Club 19th September 2012

My own flying career began at Haddenham Airfield in 1967 courtesy of the Upward Bound Trust. The principle of this trust was to instruct young people between the ages of 16 and 21 to fly gliders, and to obtain their A & B certificates. The remarkable part of Upward Bound Trust in the early days was that staff members were all volunteers from the Glider Pilot Regimental Association who taught the young men and women they trained their own motto; “Nothing is Impossible”.

I spent many Sundays helping with all the tasks associated with the operation of gliders, towing, pushing, running and eventually getting some launches in to the air. I completed 30 flights in T21 and T31 (which many Guild members will remember fondly no doubt), achieving 3 solos for the A & B certificates.

That trust also had an interesting link with City Livery Companies in that it initially came into being through the financial generosity of The Worshipful Company of Goldsmiths, The London Parochial Trust, The Dulverton Trust, Lloyds, The Pathfinder Association and the RAF. There are some interesting parallels with the Guild’s own gliding scheme for young people. It is still in operation at Haddenham Airfield today.

That was the last time I had flown in a glider so the Guild’s visit to the Lasham Gliding Club seemed to be an opportunity not to be missed, particularly as the prospect of a flight was on offer.

Lasham Airfield is situated between Alton and Basingstoke. We arrived for coffee at 09:30 and were soon ushered in to the daily briefing. This was very well attended and it was clearly going to be a busy day at Lasham.

First off was a weather briefing which for someone used to perusing the TAFs METARs and SIGWx from an airline’s briefing sheets was very comprehensive, discussing the general situation over the British Isles, the local weather and prospects for convective activity. It also reintroduced me to my old friend the Tephigram. I nodded sagely and tried to look as though I know exactly what could be gleaned from it, racking my brains for how one could predict the extent of instability. From the weather briefing an excellent gliding day was in prospect with Cumulus forming from about 11:00 forecast to last until 18:00.

Next came relevant NOTAMS and some ‘Tasks’ for the day of 100km, 200km and 300km. The ‘grid’ for the day was clearly going to be large with in excess of 50 gliders and the tug pilots would be busy. It was also an opportunity to meet some retired colleagues who were now active glider pilots. Aviation always seems to be a very small world.

Once the briefing had dispersed Upper Freeman Peter Reading, our host for the day welcomed us all to Lasham, told us a little about the history of Lasham and the Gliding Club and what we would be doing for the day. We would divide into two groups, one flying in the morning, the other flying in the afternoon. Whilst not flying there were some lectures to enjoy and the opportunity to explore the fascinating history of Lasham Airfield shown on the displays in the large comfortable clubhouse.

The airfield was completed in 1942.
Several different types of aircraft were based at Lasham during World War Two including Hawker Typhoon, De Havilland Mosquito, B-25 Mitchell, Supermarine Spitfire and North American P-51 Mustang. The squadrons based at Lasham were 412 Squadron RCAF, 181 Squadron RAF, 602 (City of Glasgow) Squadron RAF, 182 Squadron RAF, 183 Squadron RAF, 320 (Netherlands) Squadron RAF, 305 (Polish) Squadron RAF, 613 (City of Manchester) Squadron RAF and 107 Squadron RAF. One of the most famous operations was by 613 Squadron. On 14 April 1944 six Mosquitos led by Wing Commander Bateson bombed the Central Records Registry of the Gestapo in The Hague from a height of 50 feet. The accuracy was such that there were few civilian casualties nearby.

Lasham is now a busy airfield owned by the Lasham Gliding Society, with about 25,000 glider launches a year. The airfield is also used by ATC Lasham, an aircraft maintenance company.

The gliding club with 640 members and 90 instructors has a comprehensive fleet of single seat high performance sailplanes, trainers and tugs. It is clearly a thriving club with very active members many of whom have mobile homes on site.

The Guild morning flyers had the opportunity to join in with moving club gliders into position on the launch grid. Once the convective activity started there followed an extremely busy time for a little over an hour while all the gliders on the grid were launched. Guild members went with their allocated pilot for the morning to familiarise themselves with the glider, receive a safety briefing and try to fit the parachute whilst maintaining a modicum of dignity. Not easy in my case. As the morning progressed winch launches were also being carried out on the far side of the main runway.

My turn for launch arrived and I was treated to about an hour in the air in a K13 with Annie Laylee. Our Aero-tow took us to 2,500ft and then we tried to find some lift. Annie pointed out the likely places to look and how to centre ourselves in to the rising air. I also discovered after all these years flying very large aeroplanes exactly what rudder pedals were for. It wasn’t as easy as it looked. Once I’d managed to relate the woollen tell-tale on the canopy with which rudder pedal I needed to press things became a little easier. For those of us used to flying in controlled airspace it is slightly unnerving to see so many aeroplanes in such close proximity and a constant look-out was essential. All too soon it was time to return to the field and make our approach and landing. Annie brought us gracefully to touchdown although I’m sure I would have flared about 100ft higher!

Guild members were made very welcome and enjoyed an excellent buffet lunch then swapped roles.

Our afternoon was highlighted with two briefings. The first by Bob Bickers introduced us to the history of gliding starting with George Caley in 1853 and Otto Lilienthal in the 1890s together with the development of modern gliders including self-launching aircraft. The modern high performance sailplane can achieve glide angles of an amazing 60:1. Bob is clearly a knowledgeable and enthusiastic glider pilot describing thermals, wave lift, ridge soaring and the techniques of cross country flying.

Our second briefing was by Gordon MacDonald who discussed the issues surrounding gliders and the use of airspace. Generally speaking gliders don’t carry Transponders and those that do have issues with battery life. The aircraft we called ‘FLARM’ which provides Traffic Collision Avoidance information to pilots.

We were shown fascinating visual displays of typical glider tracks in relation to Controlled/Restricted Airspace and Danger Areas. These were generated from data gathered by QINETIQ. He used information from a 665k flight he had conducted from Aboyne, a gliding site just West of Aberdeen, to Lasham in 2004 to illustrate some of the airspace issues which typically present themselves to the glider pilot.

As the day drew to a close and gliders began returning home it was suggested that we could look at the British Gliding Association Ladder on line to see what tasks had been achieved from Lasham and other airfields that day. I was fascinated to see that someone had achieved a 500km task from Lasham on what was clearly an excellent gliding day.

On behalf of the Guild we would like to offer our sincere thanks to Upper Freeman Peter Reading together with all the members and staff of Lasham Gliding Club who did so much to give us such an interesting and delightful day that will be long remembered by all.
Archive Update

PAST MASTER PETER BUGGÉ

A

After a summer break work is continuing to catalogue the archive material at Cobham House and to examine it in more detail. The seven bundles of correspondence, both original and office copies, which form the earliest source material about the formation of the Guild, are proving a rich vein of information, not only about the work that was done and the meetings convened but about the people involved and their working relationships. Each page of the first four bundles - some 750 pages in all - covering the period from March 1928 to the beginning of 1930 has been photographed and recorded so that reading them is easy on a computer screen and the originals are safely stored in archiving folders in drawers in Cobham House.

It is usually accepted that the trigger for the formation of the Guild came from Sir Sefton Branker, Director of Civil Aviation, at a speech to pilots holding both a B licence i.e. a Commercial licence, and an Air Navigator’s Certificate at a dinner at Rules Restaurant on 5 December 1928. However, the first letter in the first bundle of correspondence is from Lawrence Wingfield to The Master of Sempill asking his opinion on the formation of a Company of Airmen and it is dated 22 March 1928. How, then, does this fit in with Branker, and others such as A G Lamplugh and E L Johnston who were involved in teaching navigation to the B licence holders and who organised the dinner on 5 December?

L A Wingfield, who became our first Clerk, was a solicitor in the firm of Wingfields, Halse and Trustrum. He had been a pilot in the RFC in the 1914-18 War when he had been awarded the MC and DFC, and he was at the time a Council member of the Royal Aeronautical Society - whose President was the Master of Sempill and Past President Sir Sefton Branker. It seems possible, then, that the idea of the formation of a ‘Company of Airmen’ had been considered well before the dinner on 5 December, that Wingfield was the instigator and that Sir Sefton Branker took the opportunity of his speech at the dinner to put the idea to the assembled professional pilots and navigators. The idea was so well received that a formal meeting was arranged for 1 February 1929 to take things further and the Guild was brought into being later that year.

The world of professional aviation in 1929 was a very small one but it is interesting to speculate whether Lawrence Wingfield knew Ernest Johnston before they worked together on forming the Guild. Ernest Johnston, who became the first Deputy Master, was the Chief Air Ministry Navigation Examiner and at this time was living at Harrowden, near Bedford, where he was involved with the development of the airship R101 at Cardington and from where most of his correspondence was sent. Almost invariably he used a fountain pen with light blue ink and most of his letters are handwritten - even the suggested layout for the printed menus for the Inaugural Dinner on 19 October 1929, or the form the first installation ceremony should take. For several months in correspondence, Wingfield mis-spells Johnston as Johnson and even as late as March 1929 still addresses him formally. However, it is clear they got on well since a short letter from Johnston to Wingfield dated 29 October 1929 includes the comment: ‘You were a brick last night and we had a splendid time. It was very good of Mrs. Wingfield to put up with us for so long. Kindest regards…’ From the correspondence we have it is clear that, although the original idea may have been Wingfield’s, Johnston was the driving force behind the formation of the Guild as much of the detailed planning of agendas, meetings and events comes initially from him.

Not all the correspondence takes the form of letters. There are business cards and scraps of paper with notes scribbled on them which often tell us about the people who wrote them. Lawrence Wingfield has noted on the back of a letter dated 7 November 1929, ‘Arrival Kaye Don Surbiton’. Kaye Don was a well-known racing driver of the time who lived in the Kingston/Surbiton area convenient for Brooklands race track. He had flown as a pilot on the Western Front in the First World War and I wonder whether Don and Wingfield had flown together.

We can glean little about Sir Sefton Branker from the correspondence available in the archive since what little there is simply shows the strong support the Director of Civil Aviation gave to the formation of the Guild. What we can find out about the man comes from two biographies; the first, published in 1935, was written by founder member Norman Macmillan and is based on Branker’s personal papers and an unfinished autobiography - the sale of this book helped finance the setting up of what is now the Guild Benevolent Fund. The second, Heavenly Adventurer, written by Basil Collier, was published in 1959. Norman Macmillan obviously had the greatest respect for Sir Sefton Branker and his book, when he takes up the story from the autobiographical section which ends in 1919, tells us of Branker’s energy and enthusiasm for people and for his work. ‘Works hard and plays hard’ would seem to be an accurate description of the man who was popular with everyone he met. But whereas Macmillan mentions the actress Auriol Lee only once or twice, Collier makes clear the closeness of her relationship with Branker and tells of his love for the theatre and the arts. This is important in helping us to understand why Miss Auriol Lee held the intellectual rights to his autobiography and other papers used by Macmillan and why correspondence in the archives about the publication of Macmillan’s book includes many direct references to Auriol Lee.

Lawrie Wingfield, Ernest Johnston and Sir Sefton Branker all come across as energetic, competent and thoroughly professional men who had the vision for aviation which created the strong foundation which has allowed the Guild of Air Pilots and Air Navigators to
Squadron Leader Rich Hillard

Editor’s Note: No IV(R) Squadron, recently re-formed at RAF Valley flying the Hawk T2 in the advanced fast jet training role, has also celebrated its 100th birthday. Thus the Guild has as affiliated units two of the oldest British military flying units, CFS and No IV(R)Squadron. The Guild has re-established its links with IV(R) Sqn and below the reader will find a description of the squadron’s recent activities and its current role. It is hoped to organise a Guild visit to the squadron in 2013.

IV(R) Sqn Newsletter - Dec 12

A new era started for IV(R) Sqn when it was reformed on 24 Nov 11 at RAF Valley during a combined parade that also witnessed the disbandment of 19(R) Sqn. As always, the Anglesey weather played its part in spicing up the proceedings with winds in excess of 45 kts making life very difficult for the Standard Bearers. However, the parade passed off successfully and meant that the IV(R) Sqn colours of red, black and yellow would now become a feature of the North Wales landscape.

The IV Sqn Standard is handed over to CO RAF Valley, Gp Capt Hedley, by Chief of the Air Staff Air Chief Marshal Sir Stephen Dalton.

IV(R) Sqn aircrew after a rehearsal for the Queen’s Diamond Jubilee Flypast

The role of IV(R) Sqn is the training of ab-initio RAF and RN aircrew in weapon delivery and tactical flying, prior to their posting to a front-line Operational Conversion Unit (OCU). However, at the time of its reformation, there were no students on IV(R) Sqn. Indeed, the first students did not start their training until 2 April 2012 but, from its inception, the Sqn was busy preparing for this date. As one of the lead units in the Military Flying Training System (MFTS) contract, IV(R) Sqn has been developing a new syllabus in association with the Ascent Flight Training partnership of Babcock and Lockheed Martin.

This has been done to make the best use of the vastly increased capabilities of the Hawk TMk2 that IV(R) Sqn has helped introduce into RAF service. Whilst externally similar to the Hawk TMk1 that is still a feature of RAF Valley, internally there have been some major changes, making use of recent developments in computer technology. A pair of computers integrate data from various sensors and then drive multi-function displays, replicating the latest developments in aviation technology. Embedded in the computers is a ‘sensor simulation’ programme that uses a datalink with other Hawk TMk2 aircraft and uses data from this to simulate a radar display and a missile-firing capability, as seen in front-line fighter aircraft. It is also used to simulate Surface-to-Air-Missile (SAM) firings with all the associated cockpit indications and countermeasure capability.

This advanced level of weapon simulation will see the Sqn produce a higher calibre of student to the front line, better equipped to cope with the advanced mission systems now found in modern combat aircraft.

Radar Warning Receiver (RWR) simulation of a SAM lock

Allied to the syllabus development, IV(R) Sqn has also played a major part in the development of the Hawk TMk2 Ground Based Training Equipment (GBTE), better known as flight simulators. Again making use of developments in computing technology, these essential elements of the training programme required Sqn staff to travel to Florida and Canada to provide expert assistance in the production of Flying Training Devices (FTD) and Full Mission Simulators (FMS).

Despite the hard work associated with bringing a new syllabus and new aircraft into RAF service, IV(R) Sqn was also involved in some of the major events of 2012. On 19 May, the Sqn flew in an EIIR formation as part of the Military Muster at Windsor Castle, celebrating Queen Elizabeth II’s Diamond Jubilee. The Hawk TMk2s flew in the ‘E’ of the formation and it was an immensely proud moment to see the obvious joy in the Monarch’s reaction when the formation flew overhead.

What was not obvious was the amount of preparation required to mount such a formation. Incorporating aircraft from 4 separate units into an exceedingly difficult formation shape required a lot of coordination and rehearsal to reach a level of perfection that was fit enough for the Queen. It is a tribute to the capabilities of the aircrew involved that this was achieved in a relatively short period of time. Even so, this preparation still had a major impact on the Sqn’s primary role of training aircrew. The re-flying of the EIIR formation at the Royal International Air Tattoo (RIAT) over the weekend of 7/8 July incurred a similar level of preparation and consequent impact on flying training.

September saw the celebration of IV Sqn’s Centenary and this was marked by a weekend of events over 21-23 Sep. This included a small flying display on the Saturday which re-introduced ‘IVs Four’, a small flying routine involving 4 Hawk TMk2s and replicating the displays put on by IV Sqn Harriers in the past. To mark the Centenary, the Sqn had 2 airframes painted up in special markings and these became a regular attraction around the UK at the airshows and families days leading up to the September event.

At the end of Sep, the Sqn detached 3 aircraft to Finland for its first overseas detachment. The aim was development of closer links with the Finnish Air Force and this was admirably achieved with mixed formation sorties flown with their Hawk Mk51 trainers and F-18 Hornet fighters. The opportunity was also taken to fly Finnish Air Force personnel in the Hawk TMk2 to showcase the RAF’s latest training aircraft. Perhaps the most memorable aspect of the detachment though was the road move - 7 countries, 5 sea crossings and 5 days travelling outbound, 4 days return!.

Overall, it can be seen that IV(R) Sqn has had a busy year introducing both a new syllabus and new aircraft into RAF service. All this has been done against the backdrop of the poor weather that was such a feature of the UK summer in 2012 and all the distractions that national events in 2012 provided.
I have been able to experience the workings of our technical committees and Court to gain a deeper understanding of where my new role can best be deployed. Changing areas of responsibility from technical challenges. However, assisted by some sterling work from PM Captain Hodgkinson who continued for a period to prepare committee minutes, for which I am exceedingly grateful, we now have long term secretarial support in place for each of the committees.

As various stakeholders position to influence public opinion – and hence government policy - we are beginning to see increasingly frequent symposia and media articles covering ‘Heathrow 3rd Runway’ or ‘South East Hub Airport’. Although much more discretely, our technical committees have also been busy contemplating these issues, which in many areas pose a serious challenge to both the time and knowledge of our committee members in establishing the best available and verifiable information on which to base a formal Guild public opinion. The new ‘Discussion Paper’ category has allowed us to indicate an earlier line of thought on the topic and more recently the Environment Committee took the lead in formulating a response to the government’s Draft Aviation Policy Framework consultation. A somewhat furious exchange of emails allowed us to distribute consultation material to members of both TASC and Environment committees and then to gathering together individual responses from which I was able to draft a consolidated Guild position. Following final scrutiny and amendment of the draft at the Environment Committee in October, which fell conveniently on the day prior to consultation closure, an online session later that evening to submit our response meant we completed what had seemed a daunting task within a relatively tight timeline. Given the increasing tendency for consultations to be launched – and require response – online, I fully expect this method of working to become a frequent feature of committee activity in the future.

In October, EASA issued a survey asking for views on CRM training which was circulated to all TASC and E&T members. In this early stage, as EASA intended to use responses to inform their thinking as they move towards ‘rule making’, it was felt that individual responses from those of our members active in the field of CRM training would be more informative than a single, consolidated Guild response. However, once EASA have prepared their draft regulations, a consolidated NPA response (which EASA have assured me will be given the weight appropriate to our organisation, rather than taken as a single input) will be prepared in much the way as the DAPF consultation was handled. I have tried to provide members a flavour of what is happening at EASA through our website where you will find several articles and documents under <Aviation Matters> <EASA pages>. In particular, I would recommend EASA Report - European Aviation Safety Plan 2012-2015 to anyone who is unfamiliar with the workings of EASA. This document also provides a relatively gentle introduction to the form of European English that is becoming increasingly prevalent in the wording of aviation regulations!

Returning to the media, there has been recent somewhat confused coverage of contaminated airliner cabin air. This topic is not new, reflecting concerns raised by organisations representing pilots and cabin crew over the possible effects on aircrew health of oil/hydraulic fluid smoke/fume contamination incidents in pressurised aircraft. Specific concerns have been raised with respect to organophosphate compounds in the cabin air environment and the effects on health of long term low-level exposure. The oil commonly used for jet engines contains synthetic hydrocarbons and additives, including an organophosphate known as triisopropyl phosphate (TCP) which acts as a high pressure lubricant. The aviation media picked up on research by Professor Furlong of the School of Life and Health Sciences at Aston University, Birmingham into bio-indicators that would identify TCP poisoning in humans and on a Nebraska histology report suggesting an Air Berlin first officer became incapacitated from contamination. Having taken specialist advice, it seems firstly that Prof Furlong’s new indicators have not been found to be present in people exposed to contaminated cabin air and secondly that the Nebraska report was not validated anywhere else and, despite requests from the medical community for information to be shared, has not been validated or peer reviewed. Of course, association (of events) does not imply causation.

Communication between the German Transport Minister to the EU Transport Commissioner on the topic will no doubt spark more media interest but our aeromedical advisor emphasises there is no reason for any change in the Guild position: ‘As yet there is no medical evidence to suggest cabin air has any toxic effect on humans.’ For those wishing a deeper understanding, I can recommend a recently updated paper by Professor Mike Bagshaw on “Health Effects of Contaminants in Aircraft Cabin Air” in the <Discussion Paper> section of our website under <Aviation Matters> <Guild Policy and Comment>. One of the aspects of my new role that I’m keen to pursue is relationships with the other aviation bodies and my focus first is on the Royal Aeronautical Society. When looking at the Society and the Guild together, we see multiple connections between the two bodies in the form of numerous individuals who are members of both and some (myself included) who sit on Guild Committees and Society Groups. Nonetheless, that does not mean our organisations move together in perfect harmony or are even formally aware of each other’s intentions, as the Society’s announcement of its involvement in International Pilot Training Consortium (IPTC) showed. Given “The objective of the International Pilot Training Consortium is to improve safety, quality and efficiency of commercial aviation by developing international agreement on a common set of pilot training, instruction and evaluation standards and processes for the benefit of the industry worldwide and that will result in ICAO provisions” (my emphasis) this activity seems to fit well with the Guild’s objectives.

There is ongoing discussion over whether the Guild should seek IPTC Associate Membership and, equally important, how we might effectively fulfil that role but there are other issues well beyond IPTC. At one time, linkage through our respective cross-membership was probably sufficient for the needs of both organisations. However, the ever faster pace of life and the increasing importance of ensuring appropriate governance have caused the Society to re-evaluate how it interacts with other organisations and to look towards more formal linkages, rather than the loose networks of informal links I describe above. Therefore, I am about to embark on some work, first with the Society and then with the other UK aviation-minded organisations, to investigate how we can optimise the links between us to best work together in support of the communities we serve. In similar vein, on 9th November I met Bob Jones and Ray Elgy at CAA SRG, the aim of which was to answer the question: “How do we ensure that the CAA and GAPA engage effectively and efficiently to promote the highest standards of aircrew proficiency and air safety?” The meeting covered several topics raised by TASC as well as those areas, such as pilot apprenticeships, where we are already fully engaged. Fortuitously, it was also well timed as issues such as Unmanned Air Systems (UAS) and Consultative Committees are areas of focus for CAA, as is how it relates effectively to the wider aviation communities.

I plan to email all Guild members soon with a short questionnaire designed to help me map the scope of our existing network of links and ask that you help me by taking the time to reply. I look forward to updating you on progress in relationship development that I hope will help ensure the Guild is able to be fully effective in meeting its objectives.
MEMBERSHIP
The Club membership stands at 118.

LUNCHES
Again this year the lunches have been well supported by Members.

'FREDDY STRINGER' LUNCH - 22ND APRIL
Thirty-four Members and guests sat down at the West London Aero Club for the start of the season lunch when we were honoured by the present of the Master. After an excellent lunch 'The Queen' was proposed by the Club Chairman, Peter Davis. This was followed by brief speeches by the Chairman and Master before the Chairman presented long standing Member Doug Evans with a bottle of malt whisky to commemorate Doug’s 90th birthday.

As always empty bottles and empty glasses.

'TH E SUMMER LUNCH - 12TH AUGUST
Due to a pessimistic weather forecast the catering staff at the West London Aero Club had laid up the tables inside the Club House, although the cooking was done al fresco. As it was the weather remained fair and no one got wet collecting their meal. In the absence of Peter Davis the IPM, Wally Epton, accepted the role of Chairman and following the Loyal Toast gave a stirring, and optimistic, speech on the future of General Aviation.

FLYING PROGRAMME
Not surprisingly the programme of ‘fly-ins’ this year was, like last year, adversely affected by the weather.

AIRBASE at COVENTRY AIRPORT - 16th May
Again this year, 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.

John Davy provided the following report on the visit:
"Wednesday 16th May dawned “Fit for Flying”...Somewhat unusual for a Guild Flying Club outing!! Seven members arrived in four aircraft and five cars to enjoy the hospitality of AIRBASE at Coventry’s Baginton Airport. The difference from last year was the excellent flying weather that allowed no less than six Members to enjoy a thirty minute flight in the Dragon Rapide.

Meanwhile other members continued to discretely examine the many aircraft opened to us. After lunch, taken in the immaculate DC6 Diner, nine of us visited the fascinating Midland Aircraft Museum, also located on Baginton Airport, which incorporates the Sir Frank Whittle Heritage Centre, Sir Frank having been born and spending his early years in the City of Coventry. Those who missed this visit are encouraged to travel individually. Aircraft parking is free on the AIRBASE Dakota Apron, and landing fees are probably the lowest in the country for a hard runway with ATC."

“POOLEY SWORD” at SHOREHAM AIRPORT - 7th June
The Club was delighted to receive an invitation from Past Master Robert Pooley to revisit Pooley Sword at Shoreham, in conjunction with a party from the Worshipful Company of Cutlers. As so often this year the weather prevented anyone flying into Shoreham but half a dozen members drove through the rain to join a similar number of Cutlers. After an introduction to Pooley’s Flight Equipment and Pooley Sword by Robert Pooley the party moved on to the Shoreham Air Museum for a presentation on the history of the airfield by the curator. Following lunch, as guests of Pooley Sword, the combined party had a tour of the workshops and show rooms with detailed...
explanations and demonstrations of the techniques involved in sword manufacture. The visit finished with a demonstration of sword drill by Bob followed by swords being issued to the members of the party so that they could practice their swordsmanship.

LE TOUQUET - 27TH JULY - Report by Ian Whittle
“Cynthia Robinson, David Reed and Ian Whittle escaped from the Olympic restricted area to Le Touquet in Ian’s Cirrus. They were blessed with fine weather and enjoyed the usual excellent lunch at ‘Le Perard’.”

KEMBLE - 22ND AUGUST - Report by Peter Royce
“We had a good lunch time gathering at Kemble yesterday. Alan Tipper and I were there with the Chipmunk, Ron Cox and guest in Ron’s PA28, Terry Duhig with a CAP10, Gerry Gerrard in his PA28, Diana and John Davey in Diana’s Robin. Chris Ford, who lives just across the airfield, and Dacre Watson arrived by car. Jeff Worth made up the numbers. The weather was kind but a stiff 18 kt wind from the south west made landing the Chipmunk a challenge. An enjoyable day”

OLD BUCKENHAM AND KEN WALLIS - 22nd September - Report by Gerry Gerrard
“We picked the right day for the visit! Glorious flying conditions encouraged live aircraft to fly into Old Buckenham for lunch before eleven Club members went by road to Ken Wallis’s estate at Reymerston to see his collection of Autogiros. Those flying in were Alan Tipper in his Chipmunk G-ULAS based at Booker, Ron Cox and Mac McConnell in Ron’s PA-28 Archer G-CBISO from Lydd, Dick Felix from Oaksey Park in his Hornet Moth G-ADNE, also from Oaksey Park were Dacre Watson and Chris Reynolds in their group Piper Tri-Pacer G-BUVA and myself from Compton Abbas in my PA-28 Archer G-BEYL. Arriving by road were John and Diana Davy and Paul Nicholas and his guest. We spent two hours with Ken Wallis it could have been two days...” The Club is extremely grateful to Gerry Gerrard for organizing this very successful trip. Particularly arranging the transport at such a distance.
OLD SARUM - 4TH OCTOBER - Report from Peter Royce

“Enjoyable get together at Old Sarum today with a very interesting new museum to look around. Wally Epton came with Peter and Philippa Dobson, plus dog, in Peter’s PA 32 Lance. Alan Tipper and I were there with our Chipmunk, Chris Fopp with a Beagle Bulldog. Martin Slack with his Leopard Moth, David Hyde and guest in David’s Auster, Steve Bohill-Smith in a Beagle Pup. Completing the party Marion Wooldridge came to her first Flying Club fly-in.”

Formation flying in ex RAF Bulldogs is made harder by the lack of a left hand seat throttle. Chris Fopp moves in close on his way back from Old Sarum.