



Air Pilot

FEBRUARY 2017 ISSUE 19





AIR PILOT

THE HONOURABLE
COMPANY OF
AIR PILOTS
incorporating
Air Navigators

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His Royal Highness
The Prince Philip
Duke of Edinburgh KG KT

GRAND MASTER:
His Royal Highness
The Prince Andrew
Duke of York KG GCVO

MASTER:
Captain Peter Benn

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A Livery Company of the City of London.

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Diary

FEBRUARY 2017

9th	General Purposes & Finance Committee	Cobham House
15th	Pilot Aptitude Testing	RAFC Cranwell
23rd	Lunch Club	RAF Club

MARCH 2017

1st	AST/APT Meeting	Cobham House
16th	General Purposes & Finance Committee	Cobham House
16th	Court and Election Dinner	Cutler's Hall
25th	Young Aviators' Dinner	RAF Club
27th	Annual Service	St. Michael's, Cornhill
27th	AGM & Installation Supper	Merchant Taylors' Hall
30th	Lord Mayor's Annual Dinner for Masters	Mansion House
31st	United Guilds' Service	St. Paul's Cathedral

APRIL 2017

4th	Senior Flight Instructors' Forum	RAFC Cranwell
13th	General Purposes & Finance Committee	Cobham House
20th	New Members' Briefing	Cobham House
26th	Lunch Club	RAF Club
26th	Cobham Lecture	4 Hamilton Place

VISITS PROGRAMME

Please see the flyers accompanying this issue of Air Pilot or contact Liveryman David Curgenven at visits@airpilots.org.

These flyers can also be downloaded from the Company's website.

Please check on the Company website for visits that are to be confirmed.

GOLF CLUB EVENTS

Please check on Company website for latest information

Cover photo: The South-African "Flying Lions" Team, during an airshow at Blue Mountains Valley airstrip near Hartebeespoort Dam in South Africa at the conclusion of the Crete2Cape expedition reported in this issue. The DH82a ZS-DNP was entered by Mark and Lauren Oostingh. Photo by Prepare2Go/Beatrice de Smet

A message from your Editor...

In the UK in December and into January we were blessed with an unusually prolonged period of stable high pressure, leading to some wonderful flying opportunities. Sadly I have been cursed with a u/s aircraft. This has served just to heighten my anticipation for the coming season.

Since our last issue two aeronautical ventures left the UK winter and concluded successfully; both in their own way underlined British skills. The RAF Aerobatic Team returned from a very ambitious tour to Asia via the Gulf, and waved the flag in their unique style. The goodwill generated by such soft aviation power for Great Britain must be immeasurable – and is a perfect riposte to the occasional naysayers who allege the Reds are a 'luxury' we can ill afford.

The UK GA fraternity has been agog at another expedition, initiated and organised by our own Sam Rutherford – the 'Crete2Cape'. This involved shepherding a fleet of aircraft even more vintage than the Hawk T Mk1 down the length of Africa. Although the participants were a truly international bunch, there was a goodly sprinkling of Moths, and British engineering expertise kept many machines in the air. Another good advertisement for our aviation heritage and current skills. Moreover it is clear that the crews stimulated a lot of interest for aviation in general, and flying as a career, as they made their way down Africa.

It is that time of year when the recipients of our many scholarships report back on their achievements. A reader of these joyous records will be left in no doubt of the worth of our scholarship programme. I trust you will enjoy all these reports in this issue.



Paul Smiddy - Editor

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News Round Up

RAF MUSEUM

The RAF Museum has secured £1.8m of funding from the Heritage Lottery Fund for Phase 2b (Historic Hendon) of its RAF Centenary Programme. This phase focuses on sharing the historical significance of the Museum's London site as the London Aerodrome in the early 20th century and later as RAF Hendon.

This award brings the Museum even closer to its overall fundraising target, with under £7m now left to raise. (The Museum had already been granted £3m from the Government's diversion of LIBOR fines).

GARDEN VILLAGES & TOWNS

At the beginning of the new year the Government took advantage of the fallow news period to launch what it obviously considered was a "good news" story – the creation of 14 so-called garden villages (and three towns). The good news being that these would create 48,000 new homes. One should not be surprised that of the fourteen, two are active airfields (Deenethorpe and Long Marston), and one a former airfield – Spitalgate, where generations of RAF recruits were licked into shape. One hopes that the owners of the microlight flying schools at those two airfields can find a suitable new location.

The news around Britain's GA airfields remains unrelentingly bleak. Those in favour of re-opening Plymouth Airport are fighting an active rearguard action. The owners of Rochester Airport have had to withdraw their application for planning consent for a hard runway simply in an attempt to speed up the process of obtaining approval for the rebuilding of the hangars. These are of WW2 vintage and have not been fit for purpose for some time. This particular planning saga has now been running for five years.

BENEVOLENT FUND VACANCY

The Benevolent Fund will have a vacancy for a new trustee in April. The trustees meet four times per year and are responsible for ensuring that the fund is governed in accordance with the Trust Deed and the requirements of the Charity Commission. This involves oversight of investments, setting an annual budget, evaluating applicants for benevolent assistance and assigning funds to other deserving aviation charities. The successful applicant would preferably have some interest in financial and governance matters although this is not essential. It is hoped that he or she may be interested in taking the role of treasurer in 2018. Please apply to the Chairman at the Company's offices by post or email, enclosing a brief cv.

PREPARE TO CHANGE YOUR REGISTRATION...

As Upper Freeman Sam Rutherford points out in his article on his recent expedition from Crete to the Cape, his next project is from Ushaia to the US. This reminds me of a certain BBC motoring programme which encountered some rather hostile natives in that region – they took umbrage at the registrations of some of the team's cars. For this next Prepare2Go venture the owners of G-ARGI (an Auster) and G-ARGY (a PA22 Tripacer) had better think about a swift change of registration if they are intent on entering. I note that G-FLKL and G-FLKI have yet to be allocated....

INTERLIVERY SKI

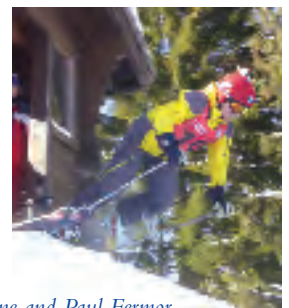
In January the Company entered the biggest team in this annual competition for some years. Captained by a very enthusiastic, not to say very competitive, Sam Rutherford, the team benefited from another ex-Army Air Corps Ski Team member Will Fanshawe together with another newly-joined member Paul Fermor. Ballast, experience, but certainly not speed, came in the form of Assistant Paul Smiddy. Caroline Gough-Cooper and Beatrice De Smet performed well in the Ladies' Competition. Caroline won Fastest Lady (age-adjusted), and Will was second in the category of 30–60 year-old men. As usual, it was held in Morzine, which was looking rather more green and brown than one would have wished.

Sam and I hope that this invigorated team will provide a platform for even greater success next year. The event, brilliantly organised each year by the Ironmongers, is highly recommended, and deserves our support.

The full team



Paul Fermor leaves the start (& his skis)



Editor, Caroline and Paul Fermor



The Master's Message

Peter Benn

It has been a privilege to represent our Honourable Company and the aviation industry within the City and beyond during this year as your Master. A busy and challenging year, that ends with the Company closer to a new and more formal arrangement for the occupation of the building obtained by the forethought and benevolence of Sir Michael Cobham and those who contributed to its acquisition. We have been sustained and maintained there by the continuing support of the Cobham family, to whom we owe a great debt of gratitude, and to those who have done so much to enable us to remain there, also deserve our thanks.

We are undertaking a Strategic Review under the Chairmanship of Warden Malcolm White, and we are all grateful to him for leading this vital task for, whilst we already do so many things so well, we have many challenges to face, and must prioritise those which we undertake, and how we do so.

I have said throughout the year that as soon as something is taken for granted, or worse yet neglected, there is a danger of losing it. Aviation in the UK has an illustrious past, sustained by generations of air-minded youth, generated in great part by the Air Cadet and University Air Squadron system, who went on to enjoy the fulfilling and exciting careers that so many of us in our turn have enjoyed. And yet the future looks much less certain in so many areas. Vital access to the possibility of going solo in a glider at aged sixteen must be sustained and expanded to ignite and encourage that same lifelong enthusiasm that has driven us all on in our careers, and generated the climate of understanding that has hitherto cloaked UK aviation with the insight and support such experiences provide. Airfields such as Redhill, Fairoaks and Panshanger are under threat of housing development and closure and so, seemingly inexorably, access to General Aviation within the Greater London area and nearby is being denied.

The disastrous decision to designate airfields as 'brownfield sites', and so available for housing development under



John Prescott's tenure in government must be reversed, and a national strategy for General Aviation implemented if those airfields, and others, are to be saved and the true value of General Aviation recognised, supported and sustained.

VAT must be lifted from flight instruction to enable our superb flight training industry to succeed and enjoy its share of the burgeoning flight training market ahead. Air Passenger Duty must be scrapped to recognise the global settlement on aviation emissions that has now been agreed, and so give our airlines the chance to compete on a fair basis with the massive international competition they face. Familiar themes from throughout the year, ones which have yet to be resolved, and which remain for successive Masters and for our Company to address.

In conversations with other air minded organisations – the Air League, the RAeS, and others – it is clear that the strategy of 'many voices, same message' is more effective than creating one voice that says the same thing. I hope that we will therefore co-ordinate more closely in future the messages we send to national and local government with the other the air organisations, to achieve effective input on behalf of our members and their concerns, such that these messages are heard, understood and acted upon. We have much to learn from our

Regions, and I am indebted to the members there for their support and insight on the Master's Tour, a report on which follows.

I have enjoyed great support from my colleagues on the General Purposes and Finance Committee, from the Regional Chairmen, from individual members of the Court, and from our permanent staff. My sincere thanks go to them, and to our Learned Clerk for his support throughout the year. My thanks also go to Paul Smiddy for producing *Air Pilot*, our magazine.

I wish my successor as Master, Captain Chris Spurrier, and his wife Paula, every success. Christina and I will extend to them the same constant support that my predecessor, Squadron Leader Chris Ford and his partner Sue, have offered to Christina and I, and for which they have my sincere thanks.

In conclusion, I would like to thank the Master's Lady, Christina, for her constant support and understanding throughout the year, and to send our best wishes to every member of the Honourable Company of Air Pilots for the challenges in the year ahead, wherever in the world they may be.

The Master's Tour 2016

Peter Benn

The Master is shown generous hospitality and great kindness on the tour, and it is my pleasant duty to record the very sincere thanks of both Christina and myself to everyone involved. It has been a tremendous privilege to meet so many people and to be able to talk with the many civil and military aviation departmental heads in each of our Regions.

I have covered the official side of my tour in Hong Kong in my last Master's Message, but I should mention the excellent social program, for which my sincere thanks go to Regional Chairman Captain Tin Lam and his wife Veronica, Deputy Chairman Captain 'Locky' Lawford and his wife Becky, Regional Administrator Ian Fogerty, and key member of the social committee there, Captain Gary Lui, whose recent command upgrade at Cathay Pacific I am sure the whole Company will join me in congratulating him upon.

A superb evening at the Hong Kong Jockey Club with excellent food and exciting flat racing; a highly enjoyable wine tasting event at the Aviation Club organised by 'The Wine Brothers', (two enterprising members of the Region with a side-line in importing Australian wine), by what was once Kai Tak airport, (unrecognisable now beneath a sea of high rise apartments); and the Regional Dinner held at the Bankers Club by kind assistance of Lilly Fen made for a packed and highly agreeable week, as also a visit to Captain Lawford and his wife Becky's home in the New Territories, which we greatly enjoyed.

I presented Gary Lui with the Master's

Regional Trophy for Hong Kong at the excellent racing evening, in recognition of all of the work he has done on the social side of the Region, for which he has all our gratitude.

I would reiterate my thanks to the Hong Kong Civil Aviation Department for their hospitality, the Government Flying Service for the superb helicopter flight across the New Territories and very enjoyable lunch at their headquarters, and the Hong Kong Observatory for a fascinating tour, and another very good lunch afterwards!

Fast forward to the day after the day after the Trophies and Awards Dinner (!) and I found myself in the ever-excellent care of British Airways on the daylight Washington service, a flight I had the pleasure of operating myself in days gone by, sleeping away much of the trip now operated by the B777 as opposed to the B747, to resume the Tour by heading first to North America.

We were met next day by Captain Bill Pinney, former USAF pilot and now business jet Captain, and visited the Udvar-Hazy Centre, or National Air and Space Museum. Organised thematically, I could literally have spent a week there browsing the Aerobatic Flight, America by Air and Commercial Aviation sections to name but three, and then moving to the Cold War Aviation section to look at the SR-71 Blackbird to gaze at a Mach 3+ aircraft and imagine what it was like to fly her...

And so to the Space Shuttle simulator! Bill, a volunteer guide at the museum, operates this fiendish device – a landing had to be attempted. A total energy

vector and flight director target is provided on the HUD, and the aim is to fly the vector into the target and so achieve the profile, a descending spiral, as the machine plummets from the sky twice as fast and six times as steeply as a commercial airliner – reminiscent of flying the good old Slingsby T31 Tandem Tutor glider in the Air Training Corps really!

Gear is taken at the last possible minute, and thwacks down with a satisfyingly audible thump as you cross the threshold. The machine itself has a strong tendency to oscillate in pitch and it is very tempting to chase that and try to damp it out: wrong! The aim is to leave it to damp itself out. After three attempts I made the runway consistently, if less than perfectly. I was then told that those doing it for real did more than a thousand simulated approaches in a Gulfstream jet that replicates the performance of the Space Shuttle on approach and landing, presumably by filling it with concrete!

Thence to Washington DC. I had the privilege of meetings with the Chairman of the National Transportation Safety Board, (NTSB), Chris Hart, and with the FAA. Chairman Hart knows Liveryman Captain Jim Passmore well, and it was a pleasure to talk about aviation safety issues with such an enthusiastic and knowledgeable aviator and lawyer. We discussed the Colgan Air accident, and its profound effect on the US Air Transport sector, and went over the list the NTSB maintains of 'Most Wanted' transportations safety concerns, covering the whole spectrum of Air, Maritime, Rail and Road issues. At the top of the list is the aim to reduce fatigue-related accidents. This was to be a theme of my further visits to transportation safety oversight bodies throughout the Regions.



Floatplane Firebomber, Conair, Abbotsford, BC.



The Master flying the Space Shuttle simulator, Udvar-Hazy centre Washington DC.



The Hangar, Harbour Air.

On to the FAA. We discussed drones and the FAA preference for 'geo-fencing' within the device to protect aviation critical areas from unmanned aerial vehicles. Their main policy is based on the legal requirement as follows:

"Over the last year, the Federal Aviation Administration (FAA) has made great strides toward integrating unmanned aircraft – popularly called "drones" – into the nation's airspace. The first big step took place last December 21, when a new, web-based drone registration system went online.

During the last year, the system has registered more than 616,000 owners and individual drones. As part of the process, applicants receive and must acknowledge some basic safety information. That means more than 600,000 drone operators now have the basic aviation knowledge to keep themselves and their friends and neighbours safe when they fly.

The FAA developed the automated registration system in response to a rule requiring owners of small unmanned aircraft weighing more than 0.55 pounds (250 grams) and less than 55 pounds (approx. 25 kilograms) to register their drones.

The rule and the registration system were primarily aimed at the thousands of drone hobbyists who had little or no experience with the US aviation system. The agency saw registration as an excellent way to give them a sense of responsibility and accountability for their actions. The agency wanted them to feel they are part of the aviation community, to see themselves as pilots...."

The UK is clearly some way behind the FAA, but catching up, as this consultation paper on drone registration shows:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/579511/drones-registration-ia.pdf

It would be fair to say that the FAA view ICAO SARPS (Standards and Recommended Practices) as rudimentary and in need of modernisation, and are highly supportive of the US Commercial Aviation Safety Team (CAST) initiative, whose work can be reviewed in SKYBRARY here, and is a thoroughly useful read for anyone in the airline safety management business:

http://www.skybrary.aero/index.php/Category:CAST_SE_Plan

Their air show oversight programme is extremely well organised, and is based on regional aviation events specialists. In total, the FAA has over 4000 safety inspectors. The Agency responds to aviation safety recommendations from the NTSB, and works with the US airline industry and its Airlines for America Program, which has as a policy priority, unsurprisingly, (and perhaps usefully for the UK industry as well), a call to reduce the number of taxes levied against commercial aviation:

"Taxes on passengers and airlines have skyrocketed by 400 percent over the past two decades. Since 1990, the number of aviation taxes has increased from six to 17 and the amount paid went from \$3.7 billion in 1990 to over \$20 billion in 2014." Why does this sound familiar?

All in all a very useful visit – my thanks go to Bill Pinney for organising it. Time for a quick visit to the Smithsonian before it shut to see LM2, the Lunar Module, perhaps man's greatest aerospace achievement, and stand in wonder before it for a brief moment before returning to the hotel to pack for the next leg – to Ottawa.

A brief CRJ flight across the plains of Pennsylvania and then the hills of upstate New York, and the aircraft swept across the Ottawa river into the City airport and a sceptical Canadian Customs, who detained me, and several others, for over two hours of 'enhanced questioning', a novel, not to say disconcerting, experience. Why had I come to Canada? To meet Test Pilot and long-standing North America Region member Jeremy Tracey of course! Jeremy was a charming host, and our immediate destination was Vintage Wings of Canada at Gatineau airport in the province of Quebec.

<http://www.vintagewings.ca/en-ca/home.aspx>

Met by CEO Peter Allen, another fascinating tour began of an outstanding facility. To say the hangar was spotless would be an understatement. The museum has an excellent outreach program to involve children in Canada's extraordinary aviation heritage, represented best perhaps by the Fleet Finch, a rare bird indeed amongst a quite superb collection.

In Ottawa I was privileged to meet General Mike Hood, Commander of the Royal Canadian Air Force, and a member

of the North America region. We discussed the Canadian Air Cadet training program, which I will be privileged to see in action later this coming year, and Brexit's impact on defence. I was able to thank the General for the presence of Brigadier General Howden to represent him as our principal guest at our Trophies and Awards Banquet, and for his excellent and witty speech.

I then went on to meet the Transportation Safety Board (TSB) of Canada, which, like the NTSB, oversees transportation safety across multiple domains – rail, maritime, pipeline and air safety in their case. It too maintains a watch list of significant concerns, and their top three aviation ones are: unstable approaches, runway overruns, and risks of collision on runways. We discussed a variety of issues including fatigue, which they say will be on their next list. A full record of all of my meetings during the Master's Tour 2016 will be lodged with the Director of Aviation Affairs (DAA).

I also had the chance to visit the Canada Aviation and Space Museum in Ottawa, and see the real aircraft that built the Canadian North, which is of course the Noorduyn Norseman:

<http://casmuseum.techno-science.ca/en/collection-research/artifact-noorduyn-norseman-vi.php>

I enjoyed a very convivial dinner at the Rideau Club in Ottawa hosted by Jeremy Tracey, with Peter Allen who I am delighted to say is joining the North America region and bringing with him years of experience in aviation finance, air displays and historic aviation, as well as with Mike Daniels, a founder of the truly remarkable institution which we were proud to honour, CASARA Canada, Civil Air Search and Rescue Canada, and President of CASARA Ontario. (<http://www.casara.ca>)

CASARA has saved many lives, is funded by the Canadian Department of Defence, and represents the best of the GA sector working with Defence and Government to achieve a common goal. I congratulate Mike, a charming expat Englishman of many years standing in Canada, on creating such a superb institution in his adopted land. My thanks go to Jeremy for arranging my visit to Ottawa and for being a charming host.

Early next morning, off to Vancouver.

The lengthy Air Canada A320 flight reminded me of just how big a nation Canada is, and the variety of aviation operations it supports. Touchdown at Vancouver International airport, perhaps one of the most scenic in the world to fly into on a nice day, and one I have enjoyed the privilege of operating into myself in the past. Met by captain Mike Zaytsoff, we drove into town and, after I'd checked into the hotel, to Conair at nearby Abbotsford airport. My thanks go to Mike, now Captaining a Canadair Dash 300 in New Zealand, for driving me around Vancouver and for being an excellent host.

Conair is a truly extraordinary operation in the burgeoning aerial firefighting industry and operates a variety of aircraft, including those for team leaders to plan the attack against a fire, amphibious aircraft for high sortie rates, and land-based ones for high volume drops, including the mighty Lockheed Electra and 'our' very own Avro RJ85, modified in-house to carry a saddle tank supported on the aircraft's floor beams. It was a privilege to present a Master Air Pilot certificate to their Director of Flight Operations, Claude Marchand, and I thank him and Chairman and CEO Barry Marsden for my visit.

Back into the City for a dinner with members of the Region, and the chance to present the Regional Affiliation Certificate between CASARA and the North America Region to CASARA National President Frank Schuurmans who had flown in from Regina, Saskatchewan with colleagues. I also was able to present the Saskatchewan Air Ambulance Service representatives who had flown in to join us with the Master's Regional Trophy for North America, and to congratulate them on their life-saving work in often hostile weather.

We dined on the waterfront overlooking the inner harbour area, accompanied by Dr Steve Stewart and his wife, Regional Administrator Donna Farquhar, Captain Mike Zaytsoff, Harbour Air President Peter Evans and other Regional members. My thanks go to Frank and his colleagues from Saskatchewan for flying in to join us, as to everyone who organised the evening.

Early start next day to pack and head out to Harbour Air to tour their main workshops and to attend the North America Region Annual General

Meeting in the Harbour Air boardroom, at which Dr Steve Stewart was elected Chairman, to whom my congratulations and best wishes go for a successful term of office. I was also privileged to present a Master Air Pilot Certificate at the meeting to John McCullagh.

Harbour Air have an outstanding engineering facility which I toured, and which is capable of just about any operation needed to keep a Beaver floatplane going – they are able to manufacture or refurbish any part of the aircraft in house, in a hangar dating back before the war. This theme of outstanding engineering skill supporting operations was to be a feature of my trip.

We had lunch at the excellent Harbour Air restaurant, adjacent to their South Vancouver Terminal by the Fraser River, next to Vancouver International airport, watching their floatplanes come and go, and my thanks go to Harbour Air President Peter Evans and Chief Pilot Eric Scott for their hospitality.

It was interesting to note that a Chinese investor co-owns the large flight school at Abbotsford Airport, and that the Chinese are involved with Harbour Air too. The Chinese understand clearly the vital importance of aviation in creating prosperity and knitting a large and diverse nation together, and see the utility of floatplane operations in creating links to remote areas as well. They are making strategic investments to increase their knowledge and capacity, and I would that our own government would see the vital utility of aviation as clearly as the Chinese obviously do.

Peter Evans dropped me off back at YVR for my flight to Los Angeles. Qantas have an excellent lounge at LAX, and it was a pleasure to regroup there before boarding my lengthy direct flight to Melbourne, enlivened by watching Top Gun again after many years. Qantas are an excellent airline, and it was a comfortable flight.

Touchdown of the other side of the world in 30 deg. C heat after a cool seven degrees or so in autumnal Vancouver. Queensland Working Group Chairman Tony Alder kindly met me at the airport, and I was driven to his and his wife Meg's beautiful home by the water to re-orientate. The water looked nice, but the bull sharks in it are not, and so I did not swim. The very large plastic snake on the dock put there to scare away birds looked

remarkably realistic, and so I kept clear of his boat as well.

Tony and Meg hosted an excellent party at their home attended by Peter Raven and his wife Jill, and John Howie and his wife Gael. In the days following I had the privilege of visits to the Queensland Royal Flying Doctor Service, (RFDS), and to Boeing's simulator facility in Brisbane. The RFDS is a truly remarkable institution for which Tony had flown for some years after retiring from Cathay Pacific, and so he was among friends when we visited their headquarters for a tour of the facility and a look at their aircraft, the mainstay of which is the Beechcraft King Air.

What a fascinating, challenging, worthwhile job to fly an aircraft like that, single pilot, into remote areas and austere strips and link the vast Aussie hinterland to that vital need, healthcare. My thanks go to Captain Shane Lawrey, Head of Flying Operations, for my visit, as also to Tony. On to Boeing Brisbane who have simulators for B737, and B717 (Qantas Link), in the building, but also have a highly innovative research unit that is developing astounding new technology.

A key element was a virtual reality cockpit procedures trainer developed from commercially available gaming software and hardware, hence at reasonable cost. It is highly disconcerting to sit at a blank desk, put on the goggles and be immediately immersed in the flight deck. Holding out one's hands in front of the goggles creates a holographic hand that shadows the movements of your own, such that you can 'touch' and 'move' individual switches and controls, and so run drills and procedures in the virtual environment.

I predict that this will be widely available soon, and make an enormous contribution to the effectiveness of, and the pace at which, trainees are able to absorb a type conversion course. I am grateful to Ed Field, Manager Boeing Flight Training Brisbane, for arranging such a fascinating visit and for an excellent lunch.

The Queensland Working Group Dinner was held at the Queensland Club, where it was my privilege to present the Australian Bicentennial Award to Wing Commander Matt Hall RAAF, (ret), a former F18 pilot and F15 exchange pilot with the USAF, who is now a leading contender in the Red Bull Air Race



The Master, Christina, Temora Mk VIII Spitfire and its real pilot, Temora Airfield!

Canberra War Memorial Wreath Laying Ceremony



series, as well as being a highly innovative aerobatic display pilot.

Members of the working group that evening included Captain Sandy Howard, Australian Regional Chairman, who gave the Chairman's address, Queensland Working Group Chairman Captain Tony Alder, who presided, Captain Shane Lawrey RFDS, who also spoke, Area Organiser Captain Peter Brooke, Honorary Chaplain The Right Reverend Tony Hall-Matthews, Captains Peter Brooke, John Howie, Keith Griffin, David Wilson, Alf Gloster, Ron Wyldebore, Peter Raven and Doug Scott, Dr Kerrie de Voss, (Royal Flying Doctor), and Professor Srini Srinivasan with their wives and guests.

I left the next day, and my sincere thanks go to Tony and Meg Alder, and all of the Queensland Working Group, for their hospitality.

Sydney beckoned, and a short flight by Virgin Australia B737 with Captain Sandy Howard later through cloudy skies, we arrived at Kingsford Smith airport to retire to Sandy and his wife Marge's home in Frenches Forest.

We collected Christina from the airport the next day, work commitments having kept her in the UK until that point. Walking around the pleasant community in which Sandy and Marge live I was struck by the astonishing bird life – Kookaburras, Rainbow Lorikeets, Cockatoos, and the constant sound of birdsong – less and less audible in ever-more urbanised UK.

I was able to attend a Remembrance Sunday Service with Sandy at the local Returned and Services League, which

meant a lot. It's the closest I have been at such an event to Rabaul, Papua New Guinea, where my Grandfather Peter and five hundred and eighty-two of his six hundred men died at the hands of the Japanese in prisoner of war camps. His troopship arrived in Singapore but ten days before it fell.

I attended an excellent lunch in Sydney with members of the Region, including Past Master Frank Dell, whom it was such a privilege to meet. He and his team at BEA worked on the original draft of CAP371, the original UK fatigue limits for pilots, which, he told me, were considerably watered down in the final version after they had handed their findings over to the Bader Commission. Those attending included John & Sue Colwell, Doug Nancarrow, Paul Scully-Power, Cathy Hobson, Bill McCabe, Phillip Reiss, Peter Holstein, Carol Cronly, Senja Robey, (Senja taught most of Qantas's senior cohort to fly in her many decades instructing at the Sydney Flying Club), Dick Hodder, John & Jane Pickhaver, Phillip Dulhunty.

Sandy and Marge then very kindly set off with us to drive to Temora, home of the Temora Aircraft Museum .

(<http://www.aviationmuseum.com.au>)

This was to present to the Museum the Grand Masters' Australian Medal, which I duly did on the morning after a very enjoyable cocktail reception and short display by the museums' CA-13 Boomerang: a privilege to see the only fully Australian designed and built fighter in action. The award was accepted by Murray Kear, the Museum Director, on behalf of museum's founder, David Lowy

AM.

There was also a formal dinner held at the museum on behalf of the Australian Aviation Hall of Fame, and which I attended.

My thanks go to Mike Cleaver for his part in organising this, as to those we stayed with at Temora, and to Sandy Howard and his wife Marge for their very kind hospitality in Sydney, and for driving through the vast expanse of rolling grassland hills to get there.

We departed Temora for Canberra, driving through small country towns whose architectural homogeneity would leave English Heritage green with envy: beautiful Late Victorian/early Edwardian period buildings with no modern structures to blight the whole. Canberra is a truly stunning city where the juxtaposition of a working capital with rolling grassland hills is perhaps unique among capital cities. So too the many kangaroos grazing in the nearby hills! The place has an enduring appeal: at least three recent UK Defence Attachés to Australia have retired back there, I was told.

Meetings were held with the Chief of the Australian Air Force Air Marshal Gavin Davies, Greg Hood, Chief Commissioner of the Australian Transport Safety Bureau, and Commissioner Chris Manning. I also met with Shane Carmody, Acting Chief Executive and Director of Aviation Safety at the Civil Aviation Safety Authority, (who plans to initiate a major study into aircrew fatigue next year), Pip Spence, Executive Director Aviation and Airports Policy of the Department of

Infrastructure and Regional Development, as well as meeting the Director of Air Cadets, Air Commodore Terry Delahunty and his Deputy, Group Captain Tim Sloane.

The RAAF are making a major investment into Air Cadet flying and re-equipping with top end self-launching gliders such as the DG1001M, the cost of which, it must be said, is but a fraction of new defence equipment such as the Joint Strike Fighter. It would be fair to say that their view is that if the Air Cadet movement in Australia generates but one JSF pilot then it has paid for itself, and that is one I absolutely endorse. So many of us owe our careers to the start that the worldwide Air Cadet movement gave us. It is a privilege that we must ensure is accessible to as many of our young people here in the UK as are motivated to seek out the experience of flight.

I also saw the Air Traffic Planning System at work at the National Operations Centre of 'airservices', a government organisation who run Australia's air traffic network, for which my thanks go to Armando de Olin, Air Traffic Flow Management Systems Manager at their National Operations Centre.

We stayed with Air Vice-Marshal Kym Osley RAAF (ret) and his wife Debs in their beautiful home in the nearby hills around the city, and were accompanied to the many official meetings by Captain Sandy Howard, Australian Region Chairman, Group Captain Pete Norford RAAF (ret), who also lives in Canberra, and, (now), Liveryman Mike Cleaver, who himself worked at the Civil Aviation Safety Authority in the past.

Kym is a former RAAF F111 navigator and Squadron Commander. How small a

world is it when I find that my mate from University of London Air Squadron, (ULAS), days, Dave Morris, who I knew did an exchange tour with the RAAF during his own time in the RAF as a navigator, served on the F111 Squadron that Kym commanded?! Kym owns a mint condition Pontiac Firebird Trans Am, a by-product of his posting to Washington, and clearly still feels 'The Need for Speed'!

We enjoyed a very agreeable dinner party at Pete Norford and his wife Janie's home, with Sandy and Marge Howard, Kym and Debs Osley and Christina and myself. Many aviation jokes were told, and perhaps some wine drunk.

I also attended a ceremony at the National War Memorial in Canberra where Sandy Howard laid a wreath in behalf of his former regiment in the Australian Army, which wreath laying is a nightly event at the memorial that also houses an excellent aviation museum that I was able to see just before we left the city.

My and Christina's sincere thanks go to Kym and Debs Osley for their kind hospitality to us both, to Pete and Janie Norford, Marge and Sandy Howard, and Mike Cleaver for all of their support in Canberra.

Thence to Melbourne where we flew in for one night by Virgin Australia B737, attended a very convivial lunch at the RACV Club the next morning, then left for Adelaide on another Virgin Australia B737 that afternoon. It was a great pleasure to meet so many members of the Region at the lunch and to present John Eacott with the Masters' Regional Trophy for Australia. John's career began in the UK flying helicopters with the

Fleet Air Arm of the Royal Navy, and he thereafter developed an outstanding helicopter business in Australia – he has double the number of hours I do, all in helicopters. My weak joke that he should get the award for that alone belies the magnitude of his aviation and business achievements. It was a most enjoyable occasion, and I thank the whole Region for organising it. My thanks also go to Group Captain Norford and his wife for driving us around the City.

On arriving in Adelaide we were met by Roger Lang and his partner Jan and Regional Chairman Robert Moore, and driven to Roger and Jan's stunning beachside home. Roger and Jan were the kindest of hosts, and we enjoyed visiting the South Australia Air Museum, (www.saam.org.au), and the world's oldest clipper ship, City of Adelaide.

The South Australia Working Group Dinner provided the opportunity

beforehand to hold a ceremony in full Court robes at which Mike Cleaver was invested with the Livery of the Company, and on which I congratulate him most warmly. Attendees included Air Commodore Lyall Klaffer RAAF (ret) AFC, OAM, MID, Air Medal(US), who flew in both the Korean and Vietnam wars and whom it was a great privilege to meet; Roger Lang and his partner Jan; Robert Moore, (Regional Working Group Chairman), and his partner Colleen; David Long, Thelma Pye, (a new joiner to the Region after decades of extensive private flying), and many others, and was a wonderful evening held in superb surroundings at the Naval, Military and Air Force Club. My thanks go to everyone who organised the Dinner, and particularly to Robert Moore and his partner Colleen and to

Christina, The Master, Sue Ball, Regional Chairman Robert Moore, Mike Cleaver, and David Long at the South Australia Working Group Dinner before Mike Cleaver's clothing with the Livery of the Honourable Company.



Memorial plaque to the crew at the Vickers Vimy memorial.



Christina by the Memorial Statue to the aircrew of the first ever aircraft to fly to Australia in 1919: Brothers Sir Ross Smith and Sir Keith Smith and Lieutenants Wally Shiers and Jim Bennett.

Roger Lang and Jan.

Prior to the dinner, I went to visit Flight Training Adelaide with Robert Moore and Roger Lang, where Business Development Manager, Michael Wallis, showed us around the superb facility. It is telling to see that an extra Aus\$25m had been invested by the School's Hong Kong based owner into the superb facilities to enable a rise in student numbers from 230 to 280 a year. The numbers of pilots that Boeing estimate to be required in the next twenty years is now in the region of 600,000, meaning, by my calculation, that 82 fully qualified new commercial pilots must emerge every single day of every single year worldwide between now and then. A profound shortage is looming, and there is an equally profound under-estimation of the dedication, human talent, experience and sheer capital investment needed to create safe, professional aircrew. All of these qualities were displayed at Flight Training Adelaide, and their large roster of international airline clients is testament to their skill and success.

Aldinga Flying Club held the by-now traditional, and much enjoyed, lunch, preceded by the spot landing competition, which I did not win! The worthy winner touched down millimetrically perfectly adjacent to the aiming point, and I conceded defeat with, I hope, grace. Thank you then to Club President David Ellis for sending me a runners-up prize of a book which I will enjoy reading, as also to Vice President Evan John and Club Secretary Steve McGuiness.

The lunch was set in the surroundings of the club, adjacent to an airfield whose location just inland from the coast amongst grassland and wineries could hardly be more perfect. I very much enjoyed a flight in a Rans RV7A-360, VH-COG, thanks to Captain Stephen Nelson. This is an absolutely superb machine with stunning performance, and we flew off down the beautiful coastline for some aerobatics and then on as far as Cape Jervis, abeam Kangaroo Island, and back to Aldinga.

Before leaving Adelaide the next day, Roger and Jan took us to see the original Vickers Vimy that flew in the 1919 England to Australia Air Race, which resides in its own enclosure at Adelaide airport. Brothers Ross and Keith Smith

flew it, with mechanics Jim Bennett and Wally Shears, so becoming the first ever people to fly to Australia. On arrival it flew to Adelaide, that being the Smith Brothers' home town. Comparing that to the A380 on which we ultimately flew home is testament to the sheer ingenuity of mankind, and the grit those men displayed in making such a flight in an open biplane. Ross and Keith Smith were knighted and the mechanics promoted to Lieutenant from Sergeant to mark their achievement.

We then boarded the jet back to Sydney and thence on to Wellington, New Zealand.

Wellington had just had what Kiwis euphemistically call 'a shake', and so some government buildings were closed in the aftermath of the earthquake that had just hit Kaikoura, further down the Coast on the South Island. And so it was that my first meeting the day after being met by Regional Chairman Bill Bennett at Wellington airport was not at the Ministry of Defence, but at the Wellington Club, where we stayed.

Air Vice Marshal Tony Davies RNZAF came to discuss matters of mutual interest, and he and the RNZAF are both stalwart supporters of the Region and of the Company, as the visit was to prove.

I also had meetings with Ed Sims, Chief Executive of 'airways', the NZ air traffic control service provider, and Steve Moore and Mark Hughes, Deputy Directors of the Civil Aviation Authority of New Zealand.

The following day we went to the Wellington Aero Club, where it had been kindly arranged for me to fly a Piper Warrior out across the city and over the nearby hills. The wind was quite sporting, producing some notable bumps, endured stoically by Christina in the back of the aircraft.

I then went to visit the Vintage Aviator and Gene DeMarco, their Production Manager, who gave us a tour of a truly astonishing facility. They are capable of making replica engines, exact working copies, of engines from World War One vintage German aircraft; to recreate a Bristol Fighter in every respect, and have assembled a team of the craftsmen in wood, metal leather, fabric and even the machinery and craftsmen needed to manufacture wiring looms for dynamos and other early electrical components.

There is, I came to see, a deep and affinity and empathy for engineering in general, and aircraft engineering in particular, in New Zealand - both impressive and humbling.

Interestingly, the German WW1 aircraft used steel tube fuselages formed with early welding techniques, whereas British aircraft drew on our long use of wood and usually consisted of wood longerons and frame members held together at junctions by metal brackets, and internally and externally braced with wire. A cutaway Bristol Fighter showed the exquisite workmanship of which the company is capable. The aircraft was built largely from scratch. Others they have made are airworthy and perform at the many air shows in the country.

That evening, a drinks party was held at the Wellington Club, attended by Air Vice Marshal Davies, and the Air Component Commander, Air Commodore Darren Webb RNZAF, Regional chairman Bill Bennet, John Lanham, and other members of the region.

The next day we flew to Christchurch with Bill Bennett. The latest quake at Kaikoura was evidenced by the landslips around the town of Kaikoura, visible from our A320, 32,000 feet up on a gin clear day, as we flew southwards.

We were, I have to say, stunned by the impact of the 2011 earthquake on the city Christina and I had last visited in 2002. Christchurch Cathedral tells the story of the devastating 2011 quake all by itself, now a shattered shell. Evidence of rebuilding is all around, and the City is, by its own declaration, a 'City in Transition', and yet walking around the town that evening was a faintly surreal experience, as so many buildings remain abandoned and condemned, and so little of the architecture we remembered remains.

We visited the control tower at Christchurch Airport that afternoon, and saw the daily Emirates A380 flight arrive, seemingly miniscule that far below us, and then visited the main ATC Centre for the whole country, situated in a business park near the airport. Differing desks used differing types of technology, and this was due to be altered as new upgrades came in. My thanks go to Ed Sims for this privilege.

The following day we visited the Air New Zealand engineering training



*Bristol Fighter,
The Vintage Aviator',
Wellington, NZ*



*Partially completed
Mosquito aircraft,
Glyn Powell's
workshop, near
Auckland*

facility and their main engineering hangar. Once again, the self-sufficiency of the Kiwis was clear. A320 maintenance is done here up to and including 'heavy' checks. The engineering school was fascinating – the average years of experience among the instructor cadre was thirty-two or more. We watched trainees who had hitherto had no engineering experience starting the VW engines they had stripped, checked for tolerances and rebuilt. It struck me, as it had at Flight Training Adelaide, that the creation of aircrew and engineering cadres to man the increase in the world air fleet that will be needed in their tens of thousands take years to create and require dedication and investment of the highest order to achieve. I have yet to be convinced that available global capacity is anything like up to the task ahead of it. New Zealand however, will be well prepared! My thanks go to Air New Zealand for allowing us the privilege of seeing their operation.

We then met the President of Flying New Zealand, Rob George, who had succinct and highly pertinent advice for the General Aviation Community as to how to drive interest in the leisure aviation sector, and then sustain it, which he has kindly summarised and I have provided to the DAA.

We then flew to Auckland, and Bill Bennet drove us to the Northern Club, where we were to stay for the remainder of our time on 'The Tour'. A superb London Livery themed dinner was organised by

Paul Kennerly and his wife Gillie, herself from New Zealand, who have adopted the sensible approach of wintering in

Auckland in the NZ summer and living in Lymington in the UK one, and it was a privilege to represent the Livery movement as a Master there.

Next day I visited RNZAF Auckland, also known as Whenuapai and met Group Captain Tim Walshe, RNZAF, Base Commander, and Wing Commander Rob Shearer RNZAF. Wing Commander Shearer and his colleagues gave me a presentation on the RNZAF's approach to risk and safety management, which seemed to me to be eminently practical in a world where the word 'risk' can be elevated to a totemic status and inhibit common sense. We looked over a P3K2 Orion that had been delivered to the RNZAF when I was a very small child, (1963 to be exact), and is delivering the same operational service now, (with many enhancements to its on-board capability), over fifty years later; a testament to the skills of the maintainers of 5 Squadron who operate them, and who I was privileged to be able to present the Master's Regional Trophy to at the superb Regional Dinner, hosted by RNZAF Auckland, the following evening.

Later that day Bill and I visited perhaps the most astonishing aviation engineering feat of all those that I saw in New Zealand – Mosquito Aircraft Restoration Limited, run by Glyn Powell. Some 25 years ago, Glyn decided to build a Mosquito – a task beyond awesome in scope and detail. Glyn's first task was to build, to tolerances within a thousandth of an inch, a mould on which to make the two fuselage halves that are fixed together to form the machine. The moulds themselves are things of beauty,

and represent both years of work and the only way to remanufacture these iconic aircraft.

On a wall at the back of the workshop was perhaps the most striking sight – a massive length of laminated timber, elegant in form and accurate again to within thousandths of an inch; the main spar for the wing. The dedication, the utter commitment, the persistent, relentless, skill needed to manufacture the components of the aircraft from drawings, and to assemble and refurbish the many metal parts required, and then assemble them all into a working aircraft is breath-taking.

There have been several Mosquito aircraft built by Glyn Powell which are now flying, however this will be the last – there are not enough metal components remaining to remanufacture anymore. Glyn is confident that this can be finished, but it needs a sponsor to complete the aircraft, fly it in NZ for a few weeks, and then take it to wherever it may be kept worldwide. He is perhaps the most remarkable man in aviation I have met in all my aviation career. He can be contacted at mosquito@lhug.co.nz and I wish him well for the completion of a third example of these magnificent aircraft, whose wartime pilots included my relative, Michael Wedgwood Benn, killed flying one from RAF Hayling Island, but a few miles from where I now live, and the reason that one of my Master's Charities is The People's Mosquito, a project to bring such an iconic machine back to British skies and remember the bravery of the men who flew them.

The final event of our tour was the

Regional Dinner held at RNZAF Auckland, and my sincere thanks go to the RNZAF, to Air-Vice Marshal Davies and Air Commodore Webb, who flew up from Wellington to attend, as to the Base Commander, Group Captain Tim Walshe, and to the President of the Mess Committee, for hosting and supporting the event at the splendid Officers Mess. Thanks also to Regional Chairman Bill Bennett and Wing Commander Gordon Wragg RNZAF (ret) for organising such a superb evening.

It was very good to see Lyn and Allan Boyce there, who have supported our Company and the Region with such dedication for years, and to talk to a retired Air New Zealand Captain who had flown the Shorts Sunderland Flying Boat with the RNZAF prior to his airline career. I presented the Jean Batten Memorial Award to Bill Funnell, who has a quite superb career in rotary and fixed wing aviation, and whose determination to rescue others using his helicopter to

do so is quite outstanding, including a rescue far out to sea where his own life was at great risk to do so. The citation was read by Wing Commander Wragg, and was truly humbling to hear. I also had the honour to present The Masters' Regional trophy to 5 Squadron Maintenance Flight, whose record of serviceability for the P3 Orion on deployment to coalition operations in the Middle East was outstanding. The RNZAF also presented an award to one of their Navigators for the innovation and determination he showed in introducing night vision goggle capability to the Hercules transport fleet

We returned to the Northern club and had the chance for a final morning under spring sunshine in Auckland before leaving for the airport with Bill Bennet, who so kindly drove us there and to our flight to Melbourne, thence to Dubai and on home to England.

The Tour: fifteen commercial flights in thirty or so days to two continents and

four countries spanning autumn and spring and back to winter. Innumerable acts of kindness and generosity from members of our Honourable Company around the world, access to the leading figures in aviation in each country, and memories that will last a lifetime for Christina and for me. A Most Sincere Thank You from us both to absolutely everyone involved.

The Regions rely on Air Transport and on aviation to unify and sustain countries that span vast distances and hostile terrain. Aviation is axiomatic to the success of their economies, to the security of their defence and to the way of life and future of their peoples. It is not taken for granted, nor relegated to the category of reluctant acceptance, but embraced, sustained and celebrated. Our national and local governments could learn many lessons from our overseas colleagues, and if we too are to thrive in this new era ahead of us, it is my earnest hope that they will.

GAZETTE

APPROVED BY THE COURT 19 JANUARY 2017

ADMISSIONS

As Upper Freeman

Peter ALLEN (NA)

Andrew Hadyn BLOOM

Brian Ridley BRAID

Mark Edward CHAPMAN (NA)

Chetwyn Winston CLARKE (NA)

As Freeman

David John GODWIN (AUS)

Michael Damer HANNELL (AUS)

Antony MARTIN (AUS)

As Associate

Abbigale Elizabeth AUSTIN

Chantelle CRESPIAN (AUS)

Ellen FRANKLIN (AUS)

Joshua Christopher MASON-ALLEN

ACKNOWLEDGED BY THE COURT

19 JANUARY 2017

REGRADE

To Livery

Wing Commander Barry Edward DALE

Christopher Howard WHEELDON

To Upper Freeman

Christopher Curtis Lee DODWELL (OS)

DECEASED

Stanley EUSTACE

Peter KELLEY

John SWEETMAN

Keith Warburton

RESIGNATIONS

Neil BARR (NZ)

John BARNES

Stuart DOYLE (NA)

Krassi FRAMPTON

Christopher GOULD

Ceryl JOHNS (NA)

Henry LABOUCHERE

Thomas LANGE (NA)

Khotso MARUMO (OS)

Glenn MORRIS (AUS)

Paul MYERS

Bogdan NASTASE (OS)

Keith WALSH (NZ)

Andrew WYATT

Shaun WILDEY (OS)

Nick WEST

FORFEIT ALL BENEFITS

Peter AMOO

David MARSHALL

ACKNOWLEDGED BY THE COURT

8 SEPTEMBER 2016

REGRADE

To Freeman

Andrew MUTTITT (OS)

From the desk of the Director Aviation Affairs

Liveryman John Turner

This time last year I was writing about the RAeS' Human Factors conference Predicting the Fatal Flaws and Liveryman Dr Kathy Abbott's concluding emphasis that "aviation is a continually evolving organism in which there are many forces at work. There are rarely optimum solutions and finding a reasonable balance between the forces is hard but absolutely necessary; otherwise, the imbalance can generate fatal flaws."

For many of us, 2016 went on to demonstrate well the impacts of a continually evolving organism, not just in aviation but in many other areas too.

Flight crew fatigue continues to make the headlines, as do lasers, un-manned 'drones', display flying rules and display flying charges in UK. The global number of display flying accidents and fatalities is still being established (as not everyone practices 'open and honest' reporting) but research to date suggests something like display-related 27 accidents; fatalities will take longer to establish. In the meantime, review of display flying regulation appears to be ongoing in several parts of the world. The UK are introducing a formal training requirement for Flying Display Directors (FDD) - in the form of a new, two-day course that will be mandatory for any FDD at all UK displays (military or civilian) that are not classified as 'minor'. {I'm being deliberately vague because I am writing before everything is set.} With release of the AAIB final report into the Shoreham Hunter accident now expected in February, the first FDD course is scheduled for 21-22 March at Shrivenham Military Academy; another two-day course is expected elsewhere later in the year. This additional demand

on FDD time has resulted in the usual two-day UK Pre-Season Display Symposium, that includes Air Pilot sponsorship of a fork supper, being compressed into a single day on 23 March 2017 with a fork 'lunch' available to keep the delegates together through the lunch-break.

It was exceptionally good to hear that the 2016 commercial air transport world was safer than ever, with figures quoted of only seven fatal accidents (271 deaths) and 64 non-fatal accidents indicating an ever-lower accident rate. Even so, we in aviation have yet to eradicate the traditional fatal flaws of controlled flight into terrain (C-FIT), loss of control in-flight (LOC-I), safe control of an engine failure after take-off. Instances of crews inputting the wrong data into their aircraft systems then attempting to take off using the wrong thrust (or wrong runway) continue to occur; automation is really helpful in many areas but never eradicates the safety risk.

We have been busy making connections. The committee structure is embedding - although the first Technical Committee (TC) meeting for 2017 has been delayed by striking train drivers - we have:

- completed a draft report of flight crew fatigue,
- joined Aberdeen University in a programme to investigate the nutritional impact on flight crew, some of our experienced Captains have established really effective mechanisms of their own so this work will help those with less experience develop similar coping mechanism quickly and fine tune what the experienced already do.

- been in discussion with CAA and a UK university on a proposal to test a low cost 'pilot skill retention device,
- contacted the Royal Institute of Navigation, as well as Transport Canada and other regulators, in a bid to move forward the transition global aviation away from Magnetic to a TRUE North reference system; the alignment of poles at present makes this an excellent time to do so (and ironically, we would be catching up with the Master Mariners who made the transition many years ago),
- provided suggestions to UK Department for Transport for a post-Brexit strategy,
- provided a joint (with British Air Display Association) rebuttal of CAA suggestions in defence of the air display community,
- carried examples of our views on a variety of topics around the word as part of Master Peter Benn's tour in 2016,
- continued to input into the UK Laser Working Group,

In times of change, a strategy review becomes essential. Aside from a review being conducted on behalf of the Court, the TC is reviewing how best to prosecute the important stuff and make sure we are not over-extended and worn down by the non-essential. Perhaps the greatest challenge in all of this is to understand precisely how we ensure the status of pilots - both commercial and leisure (the latter comprise some 30% of our membership) is raised to and maintained at a level that will help us (and our future members) to influence effectively the world stage of aviation.

Safe and Happy Flying in 2017.



The Reds' tour of Asia, Winter 2016

The Editor, All photos MOD/Crown Copyright



II(AC) Sqn leads Ex Invincible Shield

Our affiliated unit, the RAF Aerobatic Team, aka the Red Arrows, completed at the beginning of December a stunningly successful two month tour to the Asia-Pacific and Middle East regions – the largest and most wide-ranging tour undertaken by the team in a decade. A fuel stop in Vietnam was also the first time British military aircraft had landed in the country.

The deployment was in tandem with the Government's GREAT campaign (see <http://www.greatbritaincampaign.com/>), an initiative supporting UK interests across business, trade and education, and promoting the best of British innovation, technology and creativity.

The 20,000 miles tour took the Reds to seventeen countries. It is estimated the team's activities were seen by a global

audience, in person or through media channels, of up to one billion people. The tour was part of a wider RAF deployment, known as Exercise Eastern Venture, which also saw Typhoons visiting other parts of Asia.

The team visited China for the first time in its history, having travelled more than 11,000 miles through 14 countries before reaching Zhuhai, which is the home of Airshow China – the largest of its type in the country. There they performed nine displays in six days.

Clearly taking 11 vintage airframes around the world is a great achievement, and one which required a host of support staff – eighty in all. In addition to the normal Red's C130J support craft, the whole deployment was supported by Voyagers for tanking, a C-17

Globemaster, and A400M Atlas transport aircraft.

There were 20 or so displays, all but one in the full 9-ship format. The engineers must have had a sweat on!

Eastern Venture also included the deployment of Typhoons. They participated in a Five Powers' Defence Arrangements (FPDA) exercise alongside Australian, Malaysian, Singaporean and New Zealand forces. They subsequently made history with the first ever joint exercises in Japan and the Republic of Korea, between the RAF, Japanese Air Force and Republic of Korea Air Force, as well as flying alongside USAF assets in both countries.

The tour, as well as providing photo opportunities unlikely to be repeated for some while, is a credit to all involved.



The Kuwait display

Overflying the Petronas Tower in KL

The team that made it happen





RAFAT attracted some of their biggest crowds



Kuwait again

Displaying in Abu Dhabi



The Reds arrive at Mussanah AB, Oman



Hero Worship!



The Vintage Air Rally Crete2Cape – *Non Otium Est!*

Upper Freeman Sam Rutherford. All photos Prepare2Go/Beatrice de Smet

After 48 hours of hiding my phone in my sock, things were getting increasingly desperate.

We had been detained on arrival in Gambella, Ethiopia, because we didn't have the required permits. Not only that, but we had an Egyptian team with us (and our route took us within 40nm of the extremely inflammatory 'Renaissance' dam), and just that morning the military had started a door-to-door search in Gambella for so-called insurgents. Unwittingly we had aligned all the wrong holes perfectly!

But, let's run back awhile...

The VintageAirRally's first project, the Crete2Cape, was to be the first ever rally for vintage biplanes along the entire length of Africa. With 20 teams, from 18 countries, it would be a celebration of both vintage and African aviation – it would be, but it would also be difficult and tough. A rally, in fact. Several months of frenetic activity preceded the start – including a number of route reces by both small aeroplane and commercial flights. We were keen to get each government involved, particularly the Ministers of Tourism and the Civil Aviation Authorities. As our status and confidence grew, so did the support from these and other organisations. We had our formal launch on Horse Guards Parade in London one month before the start, and a dinner that night at Drapers

Hall – everyone in 1920s attire. A day (and night) to remember.

The other major concern for the Rally organisers was finding sponsors and partners. The participation for the vintage biplanes had already been reduced by 90% – but this left a very large hole in the budget. Planned, but large! We solved this issue by working in two different directions. The first, to negotiate the best possible rates (even gratis) for all the costs normally incurred on such an event, everything from hotels and food, to landing and parking fees. We must make a public thank you to all those (both commercial and governmental) who reduced our costs substantially (their details are on our website). The other angle was finding financial sponsorship – clearly much harder. In the end we raised a little over \$500k in cash sponsorship – a figure of which we are extremely proud for a first event. It just goes to show that it is possible, you just need to keep refusing to accept no for an answer and never, ever, give up!

Whilst on the subject of raising money, our other big push was for our charities. We chose Birdlife (in particular the African vulture), as our main charity – and found them to be both pro-active and energetic in using the opportunity of the Rally to raise awareness and funds for this endangered species. Our partnership with them was a huge success (indeed, we created and launched National Vulture Day in a few of the countries we passed!) – and we look forward to taking that partnership forward over the coming years. Our other charity was with a small NGO, based in Kenya and Tanzania – 'seed bombing' (or, rather less exciting, aerial reforestation). We were given a few thousand seed bombs (golfball-sized lumps of acacia seeds and fertiliser) and maps showing locations that had suffered serious deforestation, but that were extremely difficult to access by land (either for geographical or political reasons). Open cockpit aeroplanes are ideally suited to this work, and the crews became enthusiastic bombers!

Of course, whilst November and December are great for flying across



Heathrow's influence extends far!



A special parking place



Arriving at 6th October, Cairo



Avgas tanker, African style



Not so Jung Mann - Ingo & Bob in D-EEEEK

The seed 'bombs'





STEM inspiration in action



Yes, that is a strip



The apron at Mersah



Blue sky + throbbing Gipsy = paradise

Africa, they are terrible for flying across Europe – simply getting to the Cretan start posed its challenges. Some teams decided to travel much earlier, enjoy the good weather and then hangar their steeds near Athens – others left with just days to spare and lots of optimism. In the end, all the competitors arrived on schedule – there were just two aircraft missing on the start line (one of which being Maurice Kirk, more of him later). We had 2 days of scrutineering (and a quick airshow, the first of five), a gala dinner to air the black ties, – and then we were ready to go.

Leaving Crete on the 12th November, the Rally was off to a great start with our low level, formation clearances in Egypt (first time ever) – thanks to our FAI partnership with the Aero Club of Egypt. Their other great achievement was our permission to land one of the aircraft at the base of the Giza pyramids – not done in 80 years. We had drawn lots beforehand for this honour, and the French-Belgian team, in a Stampe SV4, made this historic flight and landing on the 13th November.

Egypt passed by quickly, following the Nile southwards, until we reached Sudan. I have always loved Sudan for the warmth of welcome and relatively easy administration – many of the teams were hugely worried about Sudan, they all came away having enjoyed a completely positive experience. By Khartoum, a rhythm had been found, and the band of brothers (& sisters) began to bond. The VintageAirRally cannot function as a group of individuals – it very much needs a team spirit, with everyone helping everyone else along the way. We didn't know at this stage how much that team spirit would be needed over the coming days.

It was also in Khartoum that Maurice caught up with the Rally, having made his own, somewhat imaginative way, across Egypt. He had already had two engine failures, as well as two diversions due lack of fuel and radio failure. He repaired everything in Khartoum, and we all left together for Damazin (the last Sudanese airport before Ethiopia). Damazin was all going smoothly, apart from the non-arrival of Maurice who was lost. After getting hold of him on the radio, I spent 40 minutes (using my local knowledge of the physical features to

find out where he was) then talk him into the airport – all as his fuel levels were getting dangerously low. On arrival, we discovered that his compass was inoperative, his main GPS inoperative and he didn't know how to use the backup. We advised him to make the necessary repairs in Khartoum and then assess his options. This advice was ignored!

Our arrival in Ethiopia was on schedule (apart from Maurice who got lost again resulting in an Ethiopian SAR alert), but apparently caught some elements of the Ethiopian administration off guard! Despite assurances from the ECAA, and the airport manager at Gambella “we're looking forward to seeing you, your fuel has been here a few days now” – it appeared that neither the Foreign Ministry nor the Military were aware. The lack of permits (the permit for our last aircraft only came through about an hour after the first had already landed!), and the situation on the ground in Gambella made for a less than warm reception. Confiscation of all phones, computers and cameras. Held in the airport terminal building. All contact with the outside world prohibited – we were in total lockdown.

At least, that was one plan.

Our plan was slightly different. Whilst it was not in question that we had landed without permits, it was equally understood that we believed we had them (and indeed, had several indicators supporting this belief). After it became clear that quiet diplomacy was achieving nothing, we needed to move things forward more ‘effectively’ – and so, by various covert means and well-connected friends, we alerted 18 embassies and the world's press to our plight. Shortly afterwards the ‘problem’ was resolved and we were permitted to continue. The “Jambo, welcome to Kenya” as we arrived in Lokichogio was music to everyone's ears!

My relief was shortlived when we discovered that, again, Maurice was off the grid. After making an overdue aircraft notification to the KCAA, we tried to find out where he was and what had happened. Apparently he had cut the corner, overflying South Sudan, but had made a precautionary landing following engine problems. On landing, he'd had a puncture. The next few days were spent



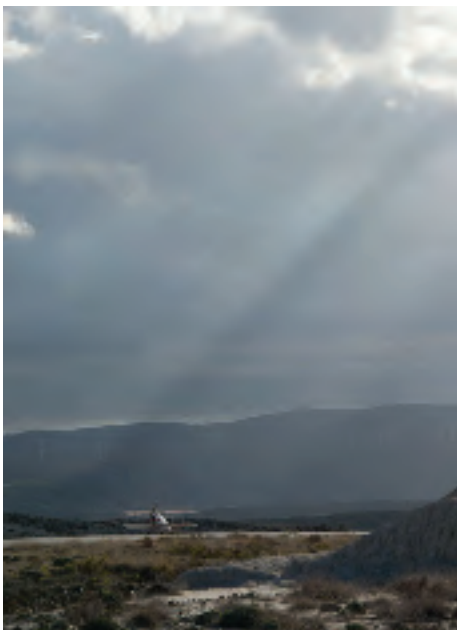
On the apron at Sitia



Avgas makes the world go round



Hurry up and wait - the mantra of international GA - for Bob & Yulia



inking him up with the British Embassy in Juba and watching as he took off again, only to have an engine failure and crash just a little while later (still inside South Sudan). The Cub was badly damaged, and at the time of writing has been trucked out to Kenya where repairs are under way... Maurice's participation in the VintageAirRally Crete2Cape was well and truly over.

Flying the length of Africa in vintage aeroplanes is, of course, a relatively risky endeavour. Indeed, even before the start we had experienced two engine failures (one requiring a new engine to be flown out from the US for a 1928 Travel Air). In Kenya we were to have our most serious accident – the Boeing Stearman from the Irish-Israeli team had a complete engine failure 85nm north west of Nairobi. Whilst the descent and approach were done perfectly, there was a small fence at the end of the rollout – just enough to tip the aircraft over the nose and onto her back. Luckily the high wing protected the crew from anything more serious than cuts and bruises – but the aircraft was damaged beyond repair. We were able to get one of the rally helicopters on the way to them almost immediately and the crew were safely recovered to Nairobi. It is a great shame about a beautiful aeroplane, but only the first of four machines on the Rally that would eventually be left in Africa. Nairobi was the psychological half-way point, and the first opportunity to do real maintenance work on the aircraft. It was also the moment for another airshow, and

the first ever landing in the Nairobi National Park – completed by South Africa/USA Team Bushcat. Britain's Army Air Corps came down from their BATUS base at Mt. Kenya with a Lynx 9A as part of the UK government's GREAT initiative (and Rally partner). The clock was, however, ticking – and it was time to move on. Our next stop was a dirt strip on the rim of the Ngorongoro crater – at a piffling 8000ft AMSL (plus density altitude!). After careful calculations (and dropping off passengers) the biplanes flew in there and made successful landings – to the bemusement of the local Masai. A brief stay in this most magical of locations and then we were onward to Zanzibar.

A brief look into the logistics of the VintageAirRally is perhaps worthwhile. The two fundamentals are paperwork (of course) and AVGAS (plus oil). The first is of epic proportions – but generally manageable (indeed, except for Ethiopia, all went exactly as planned). The second is of even greater complexity – and is extremely vulnerable to a myriad of potential problems. For many locations, we had small trucks driving all over the continent delivering drums of the blue stuff and gallons of oil. Until Tanzania we managed this in house, with small local partners – from Tanzania onwards, however, life became much easier thanks to our partnership with Puma Energy. It is an enormous achievement that the Rally had fuel (and oil!) available at every single stop along the entire route.

After our Zanzibar stop, we were off

Clearance - not above 500'!





GA comes to Zimbabwe



again to Zambia (another airshow in Lusaka), and then into Zimbabwe. Some crews were worried about safety in Zimbabwe and elected to go straight to Botswana (if you ever have this choice, don't, Zimbabwe is a beautiful country with great people) but the main Rally continued to Zimbabwe and some low-flying over the Victoria Falls. We had been given a special clearance of 'not above 500' AGL, you can imagine what this produced!

By now, though, the end was in sight, and so after a brief stop in Bulawayo we were off to Botswana (only added to the route at the specific request of the President). It was also at this stage that we heard that the Botswana team's Tiger Moth had escaped her tie-downs at Maun during the night and been blown into the UK helicopter team's R44 – potentially writing off both aircraft. A salutary lesson into the importance of securing aircraft properly!

We had a tremendous welcome in Botswana, including a magical moment

in the Mashatu game reserve, and then it was time for our 10th, and final, country – South Africa.

The last five days of the Rally passed in a blur of small strips and joiners-in (several other aircraft tagged along for these final legs); everyone was excited, relieved, and worried – about the fact that the end was nigh. We also had, for the first time since Europe, weather to worry about – so it was not all plain sailing. Plus, of course, many of the aircraft were beginning to complain vigorously (generally by throwing large amounts of oil everywhere) about the lack of TLC they had received over the previous weeks.

On the 16th December, 30 minutes ahead of schedule, the VintageAirRally Crete2Cape arrived in Stellenbosch, Cape Town. Ten African countries, 6000nm, 35 days and 42 stops after leaving Crete. There were thousands of people waiting for us, something of a surprise – it was only as we escaped our bubble that we realised that we had had articles about us in over 160 countries,

our arrival was on the BBC World news tickertape between Trump and Brexit, and a short video about us on the BBC Facebook page was getting towards one million views.

The night following our arrival we had our closing Gala dinner at the Castle of Good Hope, in the shadow of Table Mountain. Pedro Langton (CAN) was awarded the Rally Trophy and a Bremont chronometer, with Nick and Lita Oppgaard (USA) winning the Puma-sponsored 'Spirit of the Rally' award and free entry to the next VintageAirRally.

Ah, there will be another?

3 March 2018 sees the Ushuaia2USA edition of the VintageAirRally leave the southernmost tip of South America for the United States, by the original Aeropostale routes, for another 6 week epic! The recce for the route will happen in March 2017 (to have similar weather) and then we have one year to finalise the millions of small details! You can follow the preparations at www.VintageAirRally.com.

An engineer's perspective by Freeman Ron Gammons

Editor's note: Ron is a legend in Britain's vintage aircraft movement, and a noted Moth specialist

We completed the southern end of the rally from Botswana down, without serious problems. Two of the Tigers on the full trip made it safely, sadly the Tiger of our good friend, Brett Warren (from Botswana) managed to pull its tie downs in a gale at Maun and collided with the skid of a helicopter, whose skid moved into the outer panels of the lower wing. Repairable but not in time. He completed the event in a Husky. The most trouble free had to be the Travelairs - they didn't seem to have missed a beat, and both the Stampe and Jungmann were just cruising along.

The Tiger I shared from Limpopo Valley also made it safely both to Cape Town and back up to Joburg. My wife Valery flew in a variety of aircraft - a Sling, a 172, and a Bush Baby, following the rally with a South African pilot, and thoroughly enjoyed the trip.

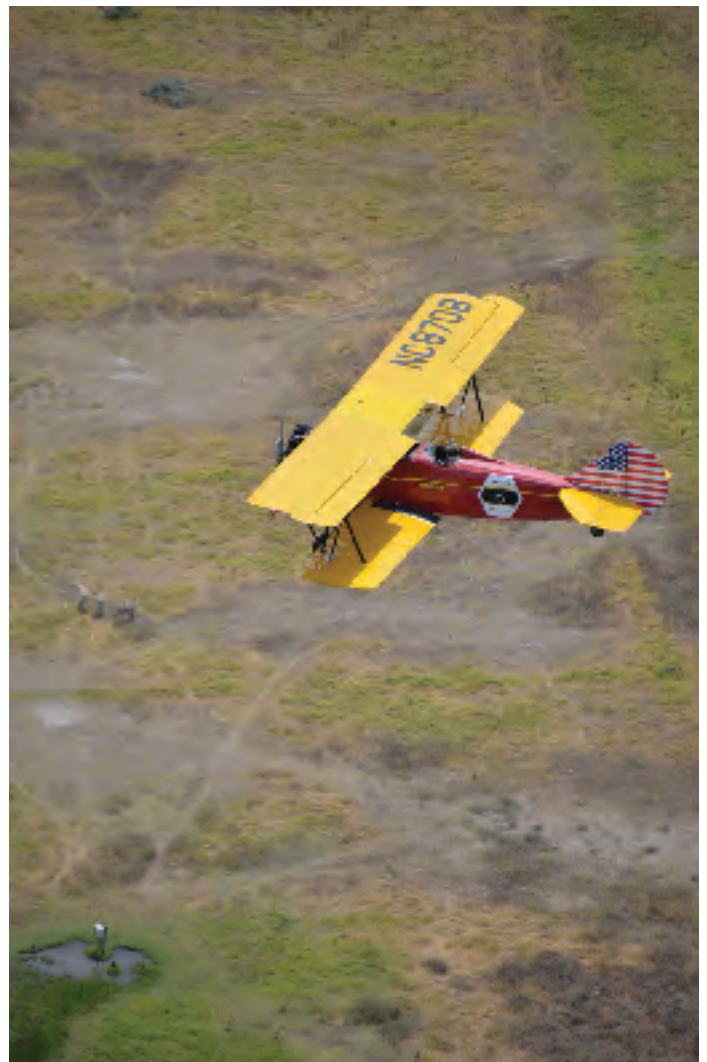
The scheduling of the event was at times a little tight for old aircraft crewed in some cases by even older people! But some credit to Sam - they did arrive in Stellenbosch on the due day and despite various problems everything was completed. The AN2 was late and didn't complete the course, which caused some baggage issues.

Other engineering issues? A Travelair required a new engine when enroute to the start and the AN2 put down in France with an engine problem. One Tiger also needed quite extensive engine repairs at Megara.

At the start there were three Tigers, one English, one from Botswana, and one South African, three Travelair 4000 from Canada, Alaska and California, a German Bucker Jungmann, a Stearman, and a beautiful new Waco YMF5D.

I helped prep the aircraft at Megara and hitched a ride to Sitia and then met up with the rally when it arrived in Botswana.

Very 'Out of Africa'...



Historical Aircraft Association

Chairman's presentation at the AGM

Past Master Wally Epton

Editor's Note:

Wally's Chairman's statement was well received elsewhere, and as he makes some interesting points regarding the continued fall-out from Shoreham on the warbird and display communities, which are close to the hearts of many Company members, I have published it here (with Wally's permission!)

In the past I have taken this opportunity to say a few brief words on events of the year past and given you some indication of the direction this Association is going. Our membership numbers remain steady but we still fail to reach out to the larger community of historic aircraft owners, operators and maintainers that make up this historic aircraft community. Your Council have been deliberating over the reasons why this is so and trying to analyse issues that concern our community and decide what we as an Association can do for the community that would encourage others to take up membership and support each other. You will see for example from the displays on show today that we are reminding the community of why we have an association. To promote and protect the interests of those involved with historic aircraft whether they make a living out of it or are just trying to enjoy the continuing flight of our heritage aircraft. We are also in the process of modernizing our website to make it more interactive, and enable members and the wider community to get more out of it. We will continue to organize "behind the scenes" visits for members and we have a new Council member devoted to the task. Our Newsletter is being looked at carefully to see if we cannot perhaps join forces with say the AOPA magazine and thereby widen our readership. We are also looking at schemes to enhance membership through special offers, access to historic aircraft centres and so on.

We recognize that for many years the HAA had become a moribund organisation with low membership numbers and little interest from those wealthy philanthropic owners of warbirds and exotic heritage aircraft to be members. Years ago the HAA had a reason to exist through the push to improve airshow and historic aircraft display safety. Since the eighties we all know that the responsibility for safety became the province of the CAA to the extent that most aviators came to rely on

the CAA for almost everything to do with safety. Regrettably that approach has not been so successful; and we have continued to have flying accidents involving historic aircraft year-on-year. Luckily since 1952 the accidents in this country have seldom involved the crowds attending airshows nor onlookers outside the airfield show area, – until last year when Shoreham happened.

Today big questions are being asked about whether the CAA got it right, and why wasn't the historic aircraft community doing better at preventing these accidents. These sorts of questions are being put before the CAA and the community by the Air Accident Investigations Branch and Members of Parliament. A month ago we made presentation to prominent parliamentary aviators including Grant Shapps, Byron Davies and Sir Gerald Howarth. They have since presented the situation to the Secretary of State for Transport Chris Grayling who took immediate action to appoint John Hayes to set up a review of the CAA and General Aviation. We expect to hear more of that work in the New Year. Last Monday we were invited by the AAIB to make our presentation on the Self-Administration proposal that is sitting on the CAA desk right now. The AAIB wanted to know why it had taken so long for the CAA to accept SAM and grant a delegation since our Risk-based safety management system was a proven system and accepted elsewhere in the world. The answer we have been given by the CAA to this question is that the outcome of the AAIB report on the Hunter accident at Shoreham and the Coroner's findings at the inquiry set to re-open next year will have a bearing on future regulation and oversight, and they are reluctant to do anything until after these processes are complete.

Our task is to continue to work on SAM within our limited resources and do the best we can to persuade the CAA and the community that this system is for the benefit of all and can provide improvements in efficiency, safety and reduced costs.

At the same time we must continue to work within the framework of regulation and administrative oversight that exists – as provided by the CAA – to go on trying to improve the aviation environment and enable airshows to



Taken by Mrs Phil Shaw from Gipsy Moth G-AAJT flying back from Goodwood to Lee-on-Solent. Husband, Liveryman Phil, is flying G-AFGZ, teaching formation flying to his great friend and Airbus mentor, Jack Lawson. Their collective ages are just shy of 140, collective hours well over 40,000 and types in excess of 60. Truly historical.

survive and thrive once more. We are working with our colleagues in the British Air Display Association who are holding their conference in a week's time. We continue to work the General Aviation Safety Council and the Aircraft Owners and Pilots Association to obtain conditions and sensible regulation that will encourage and allow owners and operators to fly their historic aircraft. The current CAA rules are stifling our community and have resulted in a reduction of airshows and historic flying activity except perhaps in one notable area. We are pleased that the CAA stole our suggestions for passenger flights in historic aircraft under conditions of safety and consent. Our Adventure Flight proposals were adapted by the CAA into their Safety Standards Acknowledgement and Consent dispensations for Aircraft Operator Certificate holders almost word for word. This means that a few 2 seat Spitfires are flying passengers under the CAA scheme, and not only are the public able to buy a ride in a Spitfire but historic aircraft pilots are getting more flying practice to maintain currency. The latter is a safety plus! If our proposed scheme for Adventure Flights had been accepted by now then many more operators could benefit from flying passengers but the CAA want to maintain their control.

We will continue to do what we can for the historic aircraft community not only within the context of existing conditions that we are having to deal with today, but with the continuing ambition to achieve better conditions through the delegated authority that we seek from the CAA to run the administration and oversight ourselves.

Scholarships and Bursaries 2016

by the Editor

After the November 17th Court meeting at Cutlers' Hall, certificates were presented to the 2016 winners of the Company's scholarships and bursaries. Immediate Past Master Chris Ford stood in for the Master, who had just started his Tour of the Regions. After receiving their certificates the winners were greeted with acclaim by the Court. Afterwards there was a reception and dinner when the recipients and their families could meet Court members.

As ever it is very rewarding to give so many deserving young people a leg onto or up the aviation ladder. You will gather from their reports below that their courses have universally been an enriching experience.

Alasdair Mackenzie Grayburn Scholarship



When I found out I had made it through to the interview for the PPL scholarship, I was nervous and excited. 'Should I book flights down to London, why would I win one anyway?'. After some consideration I booked the flights, and spent a lot of time preparing for the interview. Preparation is important before flying, and as with most skills learnt within aviation, they can be applied to real world problems too. Down in London I felt a bit out of place coming from the quiet Highlands of Scotland to this busy city, however the staff at the Air Pilots were all friendly and

did a good job of calming the nerves. The interviewers were also very friendly, and I felt I could speak to them without feeling like I was being interrogated. I left London feeling apprehensive, however a few weeks later I received the email saying 'congratulations, you've won the PPL scholarship'. I couldn't quite believe it, and I don't think I fully did until the day I passed my skills test and the examiner congratulated me on passing. The idea that I was going to spend my summer learning to fly at my local airport was something that I could only have dreamt of; but this was real!

I started in the last week of May and got used to the aircraft fairly quickly, other than engine management and using the radio. Being a glider pilot already helped with some things, but not these two! Using the engine didn't take too much longer, but I found the radio to be my biggest hurdle out of the whole syllabus. I think I was setting my bar too high, as I wanted to sound like the Loganair/British airways captains when they were coming in to land. Around the 10 hour mark my instructor said, 'Tomorrow you can do your first solo'. The next day I did a few practice circuits, and then went solo. I was most nervous about the radio calls, however ATC was very kind and broke all of the messages into short lines. The circuit went fine, and I soon started to realise that the radio wasn't too difficult.

It was then on to further manoeuvres and navigation. I really enjoyed getting out over the Highlands and flying from A to B as to me this is what powered flying is all about. I had plenty of spare time in our syllabus so we ended up taking a flight to a short grass strip on the west coast of Scotland at Plockton (we were

based on the east coast at Inverness Airport). This was a great challenge to land the plane on the short strip and it was excellent flying over the mountains and through the valleys on the way there.

Next were the cross country flights, dual then solo. The biggest issue here is the Scottish weather, as the set route goes up the east coast stopping at Wick and then at Kirkwall, Orkney. Often it was a bluebird day at Inverness, and completely fogged in at Kirkwall or vice-versa. After a few weeks we managed to complete the dual, and a few days later I was ready to do my solo. Again, I wasn't worried about getting lost or flying the plane, but the daunting thought of hearing an unfamiliar question on the radio coming up was my main concern! Thankfully nothing too eventful happened, and I completed the solo XC. That was the first time I properly felt like a powered pilot, as I did everything myself: from getting the plane out of the hangar in the morning to putting it away at night.

It was then on to practice flights for the test. It was getting towards the end of August, and I still had some theory exams to do, my practical radio exam, and my practical flight test. I worked hard, finished the theory and radio exams by the Thursday and so booked my test for the following day. This was great to do it all in one week, however I was exhausted from all the studying and tests. The examiner gave me my XC route the previous night, giving plenty of time for planning. I took my time to check for gross errors, and thankfully I didn't make any (on my first planned route with my instructor I used a wind direction that was 180 degrees wrong!).

The morning of the test came and I was

sufficiently nervous, but tried to remind myself that he was just there to check that I could fly: he wasn't there to try and make me fail. The flight went well with some minor hiccups with the dead reckoning part, and so we came in to do a final three circuits. The weather wasn't the calmest of days, and so the circuits were quite sporty. I did one standard and one flapless on the main runway, with the wind 10 degrees or so off the centre line. The examiner then asked 'do you feel up for a cross wind?', enjoying a challenge, I accepted. The ATC told me to do a left hand circuit for 29, and since the wind was coming from the west, I had a very tight base/final turn to do. After a 2 hour flight, the blustery final approach was quite difficult and I had to use a lot of control input to keep the Tomahawk on the centreline. The examiner kept telling me to ask for wind checks, however I continued to reply 'no' as I couldn't take in anymore information, so he had to take care of the radio. With a slight bump we landed, and I apologised for ignoring his commands. At the time, I thought he was asking for wind checks to see if we were exceeding the limits for a student pilot, but it turned out he was checking to see if we were exceeding the limits of the aircraft! The examiner told me I passed, and gave me a compliment which I'll attribute to gliding which was 'Your landings were very smooth, I don't think I could have done them better myself'. Whether he meant that seriously or not is another matter, but I'll say that he did.

So that was the summer over, and I had a Pilot's licence. Even writing this seems like I'm back in school and the teacher has asked us to write about a fictional summer we would enjoy. I am very thankful for the scholarship which will allow me to continue my passion of flying by supporting my local gliding club, and hope to encourage others into the world of aviation.

Andrew Gladders

Cadogan Scholarship

I felt very privileged to be interviewed at Cobham House in Central London for a flying scholarship and wanted to make the most of the chance. On arrival I took a short aptitude test and was then assessed by a welcoming and appreciative interview panel. I hoped that I had got



across how much I wanted to learn to fly and explained my career plans, but before I knew it, I was back on the train returning to York. All I could do was wait. On receiving the news that I had been awarded the Cadogan Scholarship, I was absolutely delighted and really looked forward to studying hard and flying for the whole summer!

I started my flying lessons at Sherburn Aero Club the day after my last A Level exam. I was introduced to the Club's CFI, Alistair Breckon, who made me feel very welcome. He had already prepared all the equipment and materials for the course (also provided by the scholarship), which enabled me to start studying for the nine ground exams straight away. My first lessons in the Aero AT-3 with my primary instructor, Glenn Moody, were on the effects of controls, maintaining straight and level flight and trimming. I also learned about the effects of power changes, and how to use these to make coordinated climbs and descents. After this, I moved onto slow flying and stall recovery (familiar from my gliding).

I really enjoyed the intensity of the training. When I wasn't flying, I spent my spare time studying for the exams. We moved on to flying circuits and this proved to be challenging as there was a lot more to think about and a greater attention to detail was required. I liked the fact that Sherburn has noise abatement procedures to adhere to, which makes the shape of some circuits slightly different. I think my judgement was also improved by the fact that the aerodrome has 3 runways, so I had to learn the circuit pattern for each runway and direction fairly quickly. The experience of changing runways when wind directions altered, also helped prepare me for different standard overhead join procedures on the way back from navigation exercises. After practicing glide approaches, flapless

approaches, go-arounds and emergency procedures, I was ready for my first solo. This proved to be eventful though – I had to go around on my first attempt at landing as I didn't have enough airspeed to overcome wind shear!

Flying further solo consolidation hours improved my handling of the aeroplane in the circuit, while further practice with my instructor Glenn helped maintain my accuracy of flying in the circuit. Moving onto steep turns was the next stage, before practicing forced landings and precautionary landings. Learning and remembering the correct procedures to execute PFLs was initially a challenge, but my technique improved after more practice.

Navigation was definitely the most exciting part of my PPL. Flying accurately is one of the most important skills as a pilot and it is important to maintain safe flight. I learnt how to use the CRP computer and create clear PLOGs. I started with short trips to local areas such as Scarborough and the Humber Bridge, or disused airfields such as Binbrook. Once I was accustomed to using appropriate R/T, flying times and headings accurately I completed land-aways at local airfields. These included Humberside and Durham Tees Valley Airports, which were the two intermediate airfields in my Qualifying Cross Country flight. After dual flights to both airfields and a solo flight to Humberside, I completed a low-level navigation exercise and land away to Netherthorpe airfield. This is home to the shortest licenced runway in England, although flying three circuits of the other runway was challenging in itself – it definitely helped prepare me for short field landings! Meanwhile, with my secondary instructor, Peter Atkinson, I started basic instrument flying, using 'foggles' and maintaining appropriate instrument scans. I particularly enjoyed basic radio navigation, such as using two VOR radials to obtain a position fix.

Since the weather over the summer was consistently good, I was able to complete my QXC in early August, after completing all nine of my ground school examinations. I enjoyed operating alongside commercial traffic at both airfields, which made approaches and departures from them more interesting!

After doing further revision flights with practice circuits and emergency procedures, my skills test was booked for the end of August. Happily I passed first time, although my examiner did give me some good advice after the test! After completing my FRTOL, I am currently waiting for my licence to be issued.

There are many people I would like to thank that have made this experience so memorable. Firstly, Glenn Moody, who was a fantastic instructor throughout my training and always sought the highest standard of aeroplane operation. He continually encouraged me to be accurate and demonstrate sound airmanship. Without this calibre of tuition, I do not think it would have been possible to progress as well through my PPL. I would also like to thank my secondary instructor, Peter Atkinson, who gave me a very clear theoretical and practical instruction on circuit and basic instrument flying. I would particularly like to thank the operations team, managed by Julia Lillywhite, and the ground crew, who enabled me to complete my training without any delays. Likewise, the other PPL students who were very supportive and interested in how I was progressing.

I would also like to thank Alistair Breckon, Sherburn Aero Club's CFI, who always asked how I was doing and gave exceptionally clear lesson briefs. He always found time despite having the very demanding jobs of running the club and being an active instructor. I would thoroughly recommend Sherburn Aero Club to anyone thinking of visiting or learning to fly – the atmosphere and learning experience there is unrivalled.

Sherburn Aero Club has been the best organised and most welcoming training institution I have been part of. I have now begun night flying lessons there in order to obtain my Night Rating. I will continue to build the majority of my P1 flying hours based there, and I am looking forward to commencing my ATPL ground school examinations once my licence is issued by the CAA.

Most importantly, without the generosity of the Cadogan Charitable Trust and the effort put in by the Honourable Company of Air Pilots, I would not have been able to complete my PPL at such an early stage. Thank you for giving me the opportunity to do so!

Elliot Archer

The Air Pilots Benevolent Fund



I am lucky enough to have been involved in aviation for the past seven years, but gaining the Air Pilots Benevolent Fund PPL Scholarship has been the highlight. It involved 45 hours of flight training, including 10 hours solo, 5 hours solo cross country, a solo flight of 150 nautical miles landing at 2 different aerodromes, plus ground school study for 9 theory exams and was the best way to spend my post 'A Levels' summer, and by far exceeded my expectations.

I was fortunate to do the course at Aeros Flight Training (who I had previously had work experience with) at my local airfield, Gloucestershire Airport. I was under the superb guidance of two instructors, Steve Robinson and Rupert Hawkins, so I was able to do 2 flights a day with lots of continuity and little interruption.

The weather was on my side and I got plenty of practice and began to feel right at home in the PA28-161 Piper Warrior. The airport has a complicated layout, requiring complex radio calls which was useful to develop and refine my skills. It was the best feeling to have full control over an aircraft and land it back safely; as soon as I returned, I couldn't wait to take to the skies again. Each flight presented new challenges and experiences and gradually I flew further afield, and landed at new and trickier airfields such as

Cardiff Airport and Wolverhampton Halfpenny Green.

I interspersed practical flying with studying and sitting for the 9 theory exams. I started with the intention of only doing the ground school when bad weather prevented me from flying. However, the weather was superb so in hindsight I wished I had completed all 9 exams at the beginning of the course to gain the knowledge before using it in the practical lessons.

I worked steadily on towards flying solo under much encouragement from Steve and Rupert, and I really enjoyed the freedom of handling the whole flight from start to finish. I soon felt ready (but still waited for perfect weather conditions) to take my skills test with examiner, Kevin Bignell. Thankfully, there was an opening in the weather, and after completing 6 sections of the test we landed back safely at Gloucester and I was told I had passed my Private Pilot's License!

Due to lack of funds I would normally have spent most of the summer watching other people fly aircraft out of Gloucestershire Airport, but this PPL Scholarship has enabled that person to be me – I am truly grateful. I could not have gained my licence otherwise.

Now, I am even more eager and inspired to continue flying by doing the night rating, and eventually go on to become a professional pilot. I am already passing on my knowledge and skills I developed to teach the fundamentals of flying to cadets from the Air Training Corps, so they have benefitted from my experience too. For me, HCAP's PPL Scholarship has been the best. Thank you.

Bethany Robbins

Gliding Scholarship



This past summer I was fortunate enough to complete a Gliding Scholarship at Portsmouth Naval Gliding Club, residing



Callum Jagger
Gliding Scholarship



in HMS Sultan for the duration of the course.

Looked after by a naval officer, our small group of students was escorted to the airfield where we began the day by walking our gliders out of the hangar, grouped in our syndicates onto the runways. Paired with our tasks of cleaning and putting away the gliders at the end of each day, our group were able to learn more about the practical side of gliding, and all the teamwork involved. We were able to have many flights in our glider, practicing take offs, landings and circuits and working as a team to both launch and retrieve Gliders for the other members in our syndicate. Our instructors taught us efficiently, offering us feedback at the end of each flight, meaning that we progressed effectively.

Unfortunately I was not able to go solo due to bad weather on the last day. However, both my instructors were extremely experienced, enabling them to take me on two aerobatic flights during the week to experience spinning and other manoeuvres I had previously never seen done in a glider- both flights were definitely the highlights of my week.

The course offered an invaluable insight into the inner workings of a successful gliding club, whilst broadening my view on a variety of potential careers in aviation; through the knowledge of both my sponsors and instructors I was able to learn more about both commercial and military aviation. The expertise and guidance of my instructors was a great advantage to my learning and I benefitted from their support and advice. I am extremely grateful for both the support of the instructors at Portsmouth Naval Gliding Club and the sponsorship of the Honourable Company of Air Pilots for this unforgettable experience.

Having applied for the scholarship with the Honourable Company of Air Pilots I was distraught when my application was turned down, due to such fierce competition. However, to my delight I later received a phone call with news that I was invited to attend an interview at Cobham House in London. A panel of 2, whom were both former scholarship winners, interviewed me. Weeks later I was excited to learn that I had been accepted onto the gliding course and could not wait to start.

The course took place 19th – 26th August 2016, at the Portsmouth Naval Gliding Centre in Lee-on-the-Solent. Prior to this course I had very little experience in a glider. Unfortunately due to the weather, we lost the first one and a half days of flying, but this time wasn't wasted as we learned the basics, such as: the pre-flight checklist that must be performed before each flight, how to climb in and out for the glider safety and how to operate the retrieve vehicles. Once the weather had improved and we were able to go gliding, this instruction proved vital as it meant that we could 'turn around' the gliders effectively resulting in more flights.

My flights were carried out in an ASK 21 glider, which is designed primarily for beginner instruction, but is also suitable for cross-country flying and aerobatic lessons I was a little apprehensive about my first flight, as this was the first time that I had been airborne in an aero-towed glider before. When the time came my nerves were forgotten and I had what I can only describe as the most exhilarating experience. As the tug/glider combination climbed to 2500ft, the ground quickly fell beneath us, and we were surrounded by incredible scenery.

As we hit 2500ft we released from the tug and I was surprised at how peaceful it was. During the flight, I was allowed to experiment with the controls freely under the supervision from my instructor, Paul, whom I quickly gained trust in.

It was a benefit staying in the gliding club, as it meant that I could help get the gliders out of the hanger each morning, clean them and put them back in the evenings. Whilst not flying I would work with other scholarship winners, by now good friends, to retrieve gliders, log flights, and set up the next aero-tow by attaching the tow rope to the nose of the glider and by holding the wing for launch. After only a few days most of us were doing the majority of the flight including the aero-tows and landings.

The Wednesday was easily one of the best days of my life. I knew I was getting close to going solo as Paul, my instructor, disabled the IAS, the altimeter and simulated hitting sink on my base leg by opening the airbrakes, to which he said I responded correctly by instantly dropping the nose, increasing speed and immediately turning towards the airfield. Later that day Paul took me for some aerobatics in the K21 which included g-turns, loops and negative g. After the blood pumping routine finished I was full of adrenaline and performed my best landing so far on the course. Once the glider was recovered and ready for its next flight I was surprised when my instructor asked whether or not I'd like to go solo; which of course I was ecstatic about. After releasing from the tug at 2500ft it was unbelievably quiet in the cockpit, and the realisation hit me that this truly was a solo flight. It was a gorgeous day for gliding, I was soon able to find a thermal and gain some altitude. However, shortly after my focus fell into setting up my approach. Once I had landed I was welcomed with a congratulation from my course colleagues and flying club members. I soon found out that I had broken the course record for the fewest number of flights before going solo; I went solo on my 12th flight, and the previous record was 13. I thanked my instructor for all his work and allowing me to go solo. I was still buzzing with energy from my solo, when I found out that I was able to have an aerobatic flight in the Tiger Moth, it was a fantastic once-in-a-lifetime opportunity.

Overall, it was a fantastic experience and I thoroughly enjoyed my week. I am very grateful to Portsmouth Naval Gliding Centre for allowing me to use their gliders and facilities, but also to the club members and instructors whom without I wouldn't have had the opportunity to go solo, and, of course, to the Honourable Company of Air Pilots for making this scholarship possible. Lastly, I would like to thank Paul Nicholas for sponsoring me through the week and enabling me to get on the first step of my aviation career.

Emily Smith

TAG Farnborough Scholarship



Having applied for the scholarship in March, I was invited in May to attend an interview at the Honorable Company of Air Pilots in London. The relaxed interview lasted around half an hour and covered discussions about my experience, career plan and future ambitions. This was then followed by a quick written test on my basic knowledge of the subject.

Shortly after, I received a letter confirming I had been selected as the recipient of the TAG Flying Scholarship. Denham Aerodrome in North West London was my chosen flight school and really helped in assisting me to complete the course quickly and smoothly. The instructors were lovely and it was great also to meet other students and pilots and discover how they started their careers.

Some of the highlights of the training were my solo flights, especially my first solo which was really key in building my confidence. The PPL training was intensive but I got the added bonus of learning with a number of different instructors, which really helped me, as each instructor has slightly different methods of teaching and tips to help you learn that you might not have had if you

just had one.

I found, throughout the summer, that it was just as essential to put the work in on the ground as it is in the air. Being prepared before each lesson and really understanding the flight topic and the mechanics behind it. Another good idea is to study the local area on Google Earth, and visualize potential in-flight scenarios in your head beforehand. This will help you progress faster and feel much more confident in your ability to handle situations when you fly solo.

In addition to the flying, I had the amazing opportunity to visit my sponsors, meet the CEO of TAG Farnborough airport during the Air Show (pictured opposite) and meet professionals in the industry.

Gaining this PPL has been an incredible opportunity and led me to undertaking conversion training in the Diamond Katana in Switzerland, where I am currently undertaking mountain training with intent to continue towards a career as a Commercial Pilot.

Anna Hulme

Gliding Report



I heard about the gliding scholarship through my local air cadet squadron. I was genuinely interested in the opportunity and decided I would apply. The following month I heard that I had been short-listed for an interview, I was delighted. The interview took place in London in April, I made the journey by train which was enjoyable and gave me plenty of time to think as this was my first real interview, previously I have just been interviewed at school. It had been a really good experience, I made the journey home. A few weeks later I had wonderful news, I had a gliding scholarship, and was very excited.

In August I would be going to

Portsmouth Naval Gliding Club for the Scholarship, flying out of Daedalus airfield each day. I arrived at HMS Sultan, Portsmouth, which was to be my home for the week; upon arrival I was made to feel very welcome and quickly made friends with others who were on the same course.

My experience kicked off Sunday morning, as a group we were transported to and from the Gliding School; on that first morning we were introduced to the instructors who would be with us during the week. Everything was fully explained, we had a full safety brief each day, and were kitted out with the safety equipment required. We were soon ready, I remember feeling a little apprehensive - this was to be my first experience of flying in a cockpit of a glider. My instructors showed me how the instruments work to control the glider up and down, control its roll and yaw. I was also taught how to handle a stall. We flew up to 2000ft. I loved soaring through the clouds, and made steady progress throughout the week.

A few of the highlights from the week were getting to do some aerobatics with my instructor Graham. On Wednesday my tow rope snapped which meant the glider had to come down straight away. As 200ft of rope was hanging off the nose of the glider this was unexpected, but I was very proud of myself for staying calm and managing to fly back safely. This was a valuable learning point but left me feeling a little under confident the next time I went back up in the air. Towards the end of the week Commander Phil Shaw flew me up in a Tiger Moth for a short flight in which I took control of the aircraft before I was taken through some aerobatics.

I didn't go solo due to weather and time, but hope to in the future and go on to a higher level. I have learnt such a lot and it has been the best start to a flying career. At the end of the week we all enjoyed a presentation and buffet.

I would like to thank HMS Sultan for making me welcome, the PNGC instructors who made sure our experience was the best it could be and the HCAP for providing me with the opportunity - it's been fantastic and I would recommend to anyone to try like I did; I honestly did not expect to be awarded it, so you never know it could be you in the future.



During the summer of 2016, I had been fortunate enough to successfully obtain a week's worth of gliding from The Honourable Company of Air Pilots, at London Gliding Club (Dunstable).

From an early age I have been captivated by the world of aviation – my main goal to become a commercial airline pilot. Before scouting for scholarships, I had not thought about gliding, as only a powered aircraft came to mind. So when I found out that gliders can also get you airborne, it led me to my own research and enabled me to find this scholarship.

The process of achieving the scholarship was an exciting one, and receiving an email notifying that you were successful placed a big smile on my face. A sense of achievement to say the least.

As the week of gliding approached, I did not really know what to expect – I had minimal knowledge, apart from the hundred plus YouTube videos that I had watched. London Gliding Club were kind enough to let me stay at their accommodation block, as travelling to and from home would equate to more than six hours' driving each day.

On the first day, I met up with my Instructor who turned out to be one of the three I had during the course, and another individual who had received the same scholarship as me. We were briefed on what we were going to do and all the safety precautions when operating on the airfield. Then, the fun part. We were taken to the gliders where we were shown how to inspect the gliders before flight and where the controls were situated. We were going to be flying the K-21 glider for the week.

My first flight consisted of us being aero towed instead of winch launched and as we got airborne, I cannot agree more to what my course friend mentioned after

the first day: "It felt as if we were fighting the tug plane", mainly due to constantly tail gating the tug aircraft until we reached our release height. When landing after the first flight, I was slightly confused as to what had happened. The fact that we were airborne for over eleven minutes with no power had left me startled.

As the week progressed, so did we. We were taught more complicated controls and were allowed to fly more when we were airborne. On the second day I experienced a winch launch. I was the first – and all I can say is that, when they said the acceleration from 0-60mph was around 3 seconds... they weren't kidding! It was something that I had not expected.

The amount of things I learnt from the week's course was amazing and invaluable. All the members which I had got to know were happy, friendly and full of helpful advice. Even though there was a lot to learn, the instructors were really patient which helped ease the learning phase. I would like to thank everyone at The Honourable Company of Air Pilots for allowing me to experience something I had not thought about and for guiding me at each step. Secondly, I would like to thank all of the members, instructors, and CFI at the London Gliding Club, for the amazing hospitality and for the unforgettable opportunity. And last but not least, a person who I can call a friend after a week's worth of flying together, Jack. It made the week easier being able to do something that we both enjoyed and both had passion for. The experience I received will truly be treasured and hopefully one day, I can return the favour.

Stuart Reece

Gliding Scholarship

I woke up early and prepared, but was sure to triple-check the kit list provided by the Honourable Company Of Air Pilots to make sure I didn't forget anything. Once packed, checked, and goodbyes said and done, I left to get to Liverpool Lime Street Station to catch the 10:47 train down to Euston. I had had my hair cut the day before to make sure I looked smart and presentable for the Scholarship. I wanted to give a good impression to Ruth (the Honourable Company's representative), the instructors, Mandy and everyone else at

the centre and planned to be helpful throughout the week as a gesture of my appreciation for allowing me to have this amazing opportunity.

Once I arrived at Fareham station, I had contact with everyone who was on the scholarship with me – thanks to the Honourable Company who gave us all the opportunity to message each other so we could share a taxi and relieve tensions. We arrived at the west gate of Portsmouth Naval Gliding Centre at 17:30 and waited half an hour for Mr Lloyd Brown to collect us. We then went to the clubhouse and met everyone on the previous Scholarship and were guests at their presentation. After that, we asked them for tips and tricks to impress instructors and have some knowledge to take into the week ahead.

Saturday 20th August was the day the scholarship officially started. We were all up early and excited to get started. However, the weather wasn't suitable for gliding. Nevertheless, we were taken into the hangar and was showed around the gliders, learning all the safety procedures and how to handle them to make the rest of the days as efficient as we could. After that, Lloyd kindly took us to the local shops to get our lunch for the week with the £10 Ruth has given us. Once we were finished, we came back to the clubhouse where we were shown the cars, how to do the daily checks and were given the amazing opportunity to drive both the 4x4 and minibus. It was very interesting to learn about the iconic place where we were learning.

Sunday was exciting, it was the first time our training was put into action. Even though like Saturday, the weather took a turn for the worse and I only managed to get one flight under my belt, it gave me a feel of how the glider flies and helped me bond with my instructor Mr Jerry Lee. We filled our logbooks in carefully, put the gliders away, and went back into the clubhouse.

In the afternoon, Ruth had organised a guest speaker – Captain Phil Shaw- who showed us a presentation on what he did as a career when he was younger and what he does now (ferry piloting) and showed us videos of him flying. It was really interesting as it showed aviation under a whole different light and definitely gave me more ideas. He also answered any queries we had about aviation.

Monday's weather was much better. The clouds were low and it was a bit windy but we still managed to a lot more flying. We were still slow at retrieving the gliders and hooking them onto the tow, but were still learning and getting better every day. This was the first time we met Mandy – who along with Ruth would be looking after us for the rest of the week. Back in the clubhouse we discussed our flights and also tested each other on CBSIFTCBE (the pre-flight checks) to impress the instructors for the next day.

The early morning was definitely affecting us now. We were tired but still showered, fed and with the correct kit for the day ahead. However, the instructors didn't have to remind us about any of the equipment now as we all knew what to get. All they had to do was the checks on the gliders and enjoy the early morning sun. Due to a change in wind direction, we took off on the opposite end of the runway which was a good experience. By noon it was 33 degrees – lovely flying weather as there were some thermals, and you could see for miles.

In the evening, we had another guest speaker – Mr & Mrs John Denyer – who told us how they started flying and what they did to get their PPL.

On Wednesday there were no clouds in the sky, we were now all quick with sorting out the gliders and were ready early. Gliding – although hot – was also great as we could clearly see the landmarks and cities for miles and of course there were thermals. Also, we had the amazing opportunity to be taken up in a Tiger Moth by Captain Phil Shaw to experience powered flight and aerobatics. We learned a lot: control of the throttle, rudder pedals and control stick to see the effect each one had on the other and what to do to keep a straight and level flight. We also had someone on our course do their first solo after just 12 flights which was truly outstanding and inspirational.

When we got back to the clubhouse after a long but fun day flying, we all celebrated and congratulated the person who went solo! However, I was nervous for the next day as that's when I got my GCSE results but everyone at the club – especially Ruth – was there to support and comfort me.

On Thursday there were a lot of cumulus clouds so we knew that there would be

thermals. In fact, in my first flight, we found a thermal and practised doing stalls and other things that needed to be done on my checklist. In addition, this was the first day I did aerobatics in the glider, I followed through the controls – great fun. After my second flight I could check my results – the rest of the day was worry-free! After all of our jobs were done, we had our final guest speaker – Mr Ritchie Piper – who told us about his WW2 display flying, and showed videos on this subject.

Friday was our last day – more good weather. We enjoyed meeting the senior members of the Honourable Company who arrived, and gave them heartfelt thanks for this once in a lifetime opportunity they had given us.

Joshua Ali Gliding Scholarship



Over the Summer of 2016, I was given the opportunity to take up gliding under a scholarship with the Honourable Company of Air Pilots. After my interview I was given the exciting news that I had been successful and would be learning to glide on a residential course!

My scholarship took place at Portsmouth Naval Gliding Centre, which I later found out gave breath-taking views over Lee. Upon arrival, I met a number of members of the club, all of whom were extremely welcoming. I managed to catch a group of other members who had just completed their course and were at their ceremony. It was great finding out how much they learnt in their time gliding, and I could not wait until I was in the air!

Part of gliding is that the weather needs to be right, and on the first full day, the weather was against us, which resulted in

no flying at all. However, the day was highly productive as I essentially went through an in depth safety briefing, as well as learning about many important areas of gliding. I learnt about the extensive number of drills and exercises, as well as how to assist in the running of the airfield.

Within the week, I learnt so much about myself, and I couldn't wait to start my first flight of each day. I was launched by aero-tow and with my initial flight, following the tow was difficult, but I got better after each flight. I experienced so much in the air, including finding thermals, stalls and aerobatics! My circuits were gradually coming together and I was really starting to get a feel for the aircraft. Apart from gliding, I also was able to experience a variety of roles, and this would keep ground operations running efficiently. As well as this, I got to take part in quizzes, and was given interesting talks by members who really had eye opening stories to tell. I also got the astounding chance to fly in a primary military trainer which I will never forget.

I thoroughly loved my time gliding at Lee. I am so very thankful to my sponsor, the Air Pilots, and the Portsmouth Naval Gliding Centre for putting together an amazing course. My plans now are to continue to fly to achieve my solo, before going on to achieve further qualifications!

Emily Atherton Gliding Scholarship

We arrived at HMS Sultan on Friday the 12th August where we met all the other scholarship winners and also our gliding instructors. We were then briefed on the week and how it would be run. We started gliding the following day and quickly picked up the basics, which as the days went by became natural to us. All our launches were aerotow which I found very exciting especially considering it was my first time in a glider. I found the overall scholarship enlightening into the world of aviation, and it really sparked my interest further such that I have now applied for, and got, an interview for a PPL flying scholarship. In addition to the gliding time in the evenings we also had a couple of sessions with the instructors explaining the theory of gliders and air power. All the gliding instructors were friendly and helpful, and willing to push us further.

On top of everything I learnt on the course, I also made some friends for life and some really strong memories that I won't forget.

Andrew Hadfield

Norman Motley FI Scholarship



Like many people, my fascination with flight began as a child where I was fortunate enough to have parents who indulged my hobby of reading about military flying through numerous visits to the local library and bookshops. A career in military aviation was an obvious choice, and having pursued my love of white-water canoeing for several years post-university, I applied and was accepted into the Royal Air Force as a pilot. Subsequent political developments meant my career was short-lived, however, and I had to pursue the civilian route in order to achieve my flying ambitions.

During my time in the RAF I had the good fortune of meeting Flight Lieutenant Charlie Brown. Charlie quickly introduced me to the world of aerobatics and the flying of classic tailwheel aircraft, and it's fair to say I've never looked back since. Whilst I enjoy all forms of flying it quickly became apparent where my interests lie, and so having completed my CPL I decided to apply for the Honourable Company of Air Pilots Flight Instructor scholarship with a view to teaching, and hopefully inspiring others to get involved in the flying of tailwheel aircraft.

Having applied and been invited to interview, I was overjoyed to discover the following week that I had been awarded the Air Safety Trust Flight Instructor scholarship. The decision as to where I would undertake my scholarship was an easy one, with Central Flight Training based at Tatenhill Airfield offering high standards of instruction, and just as importantly, the flexibility to allow me to

complete the course around a Monday-Friday office job. They also didn't have an issue with my wanting to learn to teach on a tailwheel equipped aircraft.

The plan was to fly every Saturday throughout the summer taking advantage of whatever good weather came our way. Starting on the spring bank holiday, we made good progress combining both flying and ground elements of the course. I quickly discovered that whilst flying wasn't a problem, and nor was talking, flying and talking simultaneously most certainly was. As with anything though, practice makes perfect – even if it does involve pattering the stall whilst driving to work, and before I knew it I was able to combine the two to a reasonable degree of proficiency! A week's annual leave at the beginning of July, and twice daily trips meant the bulk of the flying course was largely complete by mid-July. My summer evenings and weekends were then spent studying the finer elements of how to give briefings, debriefs, as well as how to explain things that I'd long since taken for granted (or indeed forgotten).

The end of the course duly arrived and with it the assessment of competence. Compared to my PPL and CPL skills test this was an enjoyable experience, not least because it mimicked the giving of a flying lesson and involved spinning and a few aerobatics for good measure. Having completed the long briefing part of the assessment I then received the good news that I'd passed and that I was now a Flying Instructor – apart from my first solo, it was without doubt the most satisfying moment of my flying career to date!

Looking forward I'm now eagerly awaiting the chance to put theory into practice. I've always been fortunate in that all of the instructors I've ever flown with have loved what they were doing, and as a result that passion and enthusiasm has shone through. I hope that as well as teaching people to fly, I can follow in their footsteps and instill a similar degree of enthusiasm, whilst simultaneously encouraging my students to pursue whichever avenue of flying interests them the most.

Lastly, thank you to the Honourable Company of Air Pilots, and in particular the Air Safety Trust for sponsoring the scholarship and for selecting me as its very grateful recipient.

Ishaq Mullazada

Gliding Scholarship



During my gap year after finishing my A-levels, all I wanted was an opportunity to fly and gain more experience in aviation. I first heard about the gliding scholarship through my brother who has always supported my passion of flying.

Having looked at the scholarship deadline I knew I had exactly two days to send my application – I impatiently waited for the outcome. The interview was a completely different challenge; a few weeks later I learnt the exciting news that I had succeeded in my application – I could now see myself a step closer to flying.

I was informed that my Gliding Scholarship would be at Portsmouth Naval Gliding Club. I was so excited to fly in a place with a landscape as beautiful as Portsmouth. To capture my experience I decided to buy a GoPro set, to record all of my flights and so that I could look back, take on board instructors' feedback and improve each flight.

During my time at PNGC, I had the opportunity to meet incredible pilots and instructors – a great time to learn more about the aviation world. One of those

pilots was Phil Shaw. I had the chance to fly with Phil in a Tiger Moth and received great advice for my future career in the aviation industry.

Throughout the course I have learnt a lot – from pre-flight checks to maneuvering the glider, stalling, trimming the glider for certain speeds and circuit for landing. By the end of the week, I had gained the ability to take control of the whole flight including staying behind the tow-plane while keeping the same angle of bank, releasing the rope, carrying smooth turns, starting the circuit by looking at the reference point and landing.

In conclusion, the experiences I have gained during a week in Portsmouth have been undeniably unforgettable and invaluable. This unique opportunity, has given me a platform to start my aviation journey. I would like to thank the Honourable Company of Air Pilots for giving me this once in a lifetime opportunity. I am grateful for the Portsmouth Naval Gliding Club and the volunteers who have guided our team through the week.

Ian Sheppard

The Norman Motley Scholarship



Undertaking an instructor rating when you're also working is no easy task – so I was lucky that Redhill Aviation could offer the course as it is 100 yards from my office at the aerodrome! Air Pilots' agreeing to pay meant I could finally do something I had wanted to do since getting back into flying at Fairoaks in 2009, and certainly since passing the ATPL theory in 2011.

My instructor, Jill Develin, had just retired from British Airways where she was a captain on the Boeing 747-400. Thus you probably would do well to find someone better qualified as she is an experienced examiner and ran Redair flight schools for around 30 years with her husband Islam, who is Redhill Aviation's CFI.

After a couple of flights with Jill, Redhill Aviation had to move offices into a portacabin, because a fire a year or two ago had destroyed most of the building including the cafe, where it started. The portacabin is actually very functional and right next to the aircraft, although it did get rather warm on a couple of those really hot days last August!

I started in mid-July and we juggled the timetable around holidays and airshows – I write for aviation magazines, including editing the AOPA magazine Aircraft Owner & Pilot, so had to fit all that in as well, not to mention the occasional bad weather day.

However, with 125 hours of ground school to complete there was plenty to do when the weather was unsuitable. Redhill Aviation's philosophy was not to rush this and to give it the time it deserved – and I found this paid off in the air as lessons and the background was well understood.

The photographer I often work with at airshows around the world, and on visits to GA airfields for AOPA, had completed his instructor rating at Andrewsfield and found the early stages very tough, so I was well warned that 'Effects of Controls' (and all the building blocks that would be later applied in the circuit) were not that easy to grasp – in that you had to sit in the right hand seat, demonstrate and then allow the student to practice. Another fortunate thing for me was that I had been doing a lot of flying as P1 from the right hand seat, as the 172 I was using from Thurrock Airfield with the photographer only had a window that opened on the left!

What was harder to get used to was allowing the 'student' (which the instructor pretended to be of course) to try what you'd demonstrated to them without interfering unduly. People will only learn if they get a chance to try and see their mistakes. So everything must be clear-cut; if it's a safety issue then quickly say "I have control" and take control (i.e. do the handover taught at the start of the Effects of Controls lesson). But otherwise, see how the student does, take control afterwards and then (and only then) give feedback.

I have already attended the AOPA Instructor Refresher Seminar, in November, as I was covering it for their magazine. You have to do this in every three-year period but I found it useful doing it so early and hearing what highly experienced instructors (many of whom were also airline or business jet pilots) had to say. One said that it was still good to input the odd word while the student had control as a reminder but this has to be judged very carefully – give them a good chance first and above all don't create dependence – because what you're aiming to do is allow the student to go solo and fly a circuit, and progress from there. Self-sufficiency is the key for them and the instructor can do a lot of damage or waste a lot of the student's time and money if they're not really learning.

I found presenting fine but Jill had a lot of good tips on how to write on the whiteboard, how to use the model aircraft as a prop, how to use colour pens, and how to allow questions and ask questions to make sure the student was awake! And, above all, how not to ramble on and go over time; 15 minutes is fine for a pre-flight briefing and 45 minutes for a long brief.

But it has to be remembered, stressed Islam, that you should not natter on – especially in the aircraft, where he recommended "Pigeon English."

Gradually I moved through the lesson sheets, moving on to circuits, stalling, spinning – all very enjoyable and in all cases I was learning an awful lot from Jill, remembering things I did in my PPL and polishing up both my flying and my understanding. I also enjoyed practice forced landings, as again you have to think for two having to teach and then allow the student to try. Also keeping up with radio and navigation and situational awareness in general is essential, from it

being entirely your responsibility to gradually sharing more and more of the task with the student – until you are able to sit back and do less and less!

There was one other student instructor but he was busy flying for EasyJet as a young captain, and doing another course at CTC in order to teach ground school there, so I moved ahead and we only had one chance to do ‘mutual flying’ – he taught me Effects of Controls. It was useful to see how he coped, how he was organized and how I felt being a student in that situation – all very worthwhile, and he did very well indeed (not a surprise, perhaps, but being an airline pilot doesn’t necessarily translate to being a good instructor).

Moving on there was some pressure to complete the test as we were now into September, Air Pilots required us to be completed by 1st October and in any case we all had trips or holidays looming – but luckily I was deemed ready and took the test with Islam.

He is an excellent instructor and examiner known by many in the industry and it was a learning experience in a huge way just to do a test with him – I was nervous and a bit under the weather meaning my thinking wasn’t as clear, but we went out and I taught him everything he wanted me to demonstrate teaching. It wasn’t the greatest flight I’d ever done by a long shot but I got through, and the briefing and long brief went well.

In such situations you are bound to feel that you’re not doing that well but it’s a lot to bring together and the test is somewhat artificial, testing bits and pieces of the course. I comforted myself by thinking at least in lessons they are clear-cut and hopefully straightforward, as long as you brief properly, plan and follow the usual procedures.

Thankfully Redhill Aviation has good procedures and we spent a fair amount of time going through paperwork, regulations etc as the instructor has considerable responsibility, not least of which is advising students on the training they need in the first place. Not knowing the latest regulations could be costly, both to the student and to the business. Once I passed I actually only did one flight, checking out someone on a Cessna 150, before heading off on work trips and

travelling, with some flying in the USA. So 2017 is when I am starting to instruct and it will be all thanks to the Honourable Company of Air Pilots.

Long-term I would like to be able to instruct CPL, instrument and multi, but first I will I need to do the 50 student flight sign-offs under supervision, to be a full FI rather than an FI Restricted – FI(R), and then gradually build experience and other ratings. One step at a time!

Jonathan Coles

Sir Sefton Brancker Scholarship

In summary I had the time of my life learning to fly! It was hard but such great fun. This scholarship has given me the opportunity to fulfil the dream of becoming a pilot which otherwise I would never have been able to do/afford before. I am so grateful that at the age of 20 I am able to say that I have gained my Private Pilots Licence.

At the start of the course the weather was very poor which meant that flying was restricted to just 1-2 days a week. This was frustrating however it did give me time to start studying for my exams. Although the syllabus was extensive, I actually rather enjoyed it and found it very interesting.

My first solo was a day I will never forget, I knew the day was on the way but I don't think you can ever fully prepare for that time when your instructor gets out for the first time. It was both scary and exhilarating, but once I got up in the air I was surprisingly relaxed and actually really enjoyed it. After this it wasn't long before I went on my solo cross-country which gave me a massive confidence boost.

Not long after my solo nav I was sitting my test, and I have to say that I have never felt so proud and so relieved when he told me that I had passed! It is my biggest achievement of my life so far and I am so pleased to have the first step completed on my journey towards becoming a commercial pilot.

Thank you so much to all of you at Air Pilots who have given me the opportunity of a lifetime – I am eternally grateful.

Peter Hartshorne

Swire FI Scholarship

As a freelance composer, I had convinced myself by the mid to late 2000s that training to become a professional pilot in whatever capacity that might have been, was both financially and mentally impossible – even though all I ever wanted to do was fly.

I’m sure that many of you reading this are more than aware of the near-prohibitive costs of flight training. And if you’ve told yourself “I can’t do this”: whether you can’t afford the training, whether you think you’re not capable, or even if you feel intimidated by the process of the training itself, then I sympathise with you wholeheartedly.

Put simply, I wish I’d been made aware of the Honourable Company of Air Pilots sooner. Don’t be put off by their grand-sounding title – Air Pilots are some of the kindest people I’ve come across. The Company is teeming with highly-skilled aviators and professionals of all backgrounds, who take an active interest in the next generation of pilots. They understand all of the ins and outs of flying training; both the good points and the bad points. They treat you as a human, not as a statistic. So if you think you’re alone, you’re really not.

My personal story was one of breaking down those mental “I can’t do this” barriers with the completion of every stage of my licence. Ultimately, having worked, begged and borrowed to finance my training, I achieved my frozen ATPL in May 2014. As I progressed through the training, I became increasingly passionate about the prospect of training aspiring pilots.

I love the idea of teaching someone to fly from scratch and I wanted to emulate the passion, enthusiasm and kindness of so many of the instructors who taught me at Wycombe Air Park. The problem was that at this stage there was no way I could fund the training myself, so it was the instructors at Wycombe Air Park who suggested that I apply for a Flight Instructor Scholarship with Air Pilots.

I applied as soon as applications opened in January 2016 and was thrilled to be offered an interview in April. I actually really enjoyed my interview; my interviewers were very friendly and didn’t try to trip me up at all. I certainly felt that they were on my side. I was

therefore even more thrilled when, a few weeks later I was told that I had been awarded the Swire Flight Instructor Scholarship!

I chose to undertake my FI training with Booker Aviation at Wycombe Air Park, the company with whom I've completed all of my training thus far. The course initially consists of a lot of ground school, and actually not that much flying, but it soon evens out. It sounds rather daft to say so, but I didn't realise quite how much information I'd need to rapidly absorb and process. It's one thing being taught the theory and practical flying skill in order to be tested at the end of a course, but it's another thing entirely to be taught information in order to then teach said information to someone who has never flown before in a coherent, intelligible and confident manner!! It's a real skill that requires a lot of focus, but fortunately a skill that can be worked on and developed.

I enjoyed the flying element of the course greatly (obviously!). The FI course follows the PPL (A) syllabus from effects of controls and flying straight and level through to instrument flying and radio navigation. Personally, the most challenging part of the course was teaching circuits. It's so much information to deliver in such a short space of time, whilst flying the aeroplane accurately and talking to ATC. I slept like a log that night, and have nothing but respect for the instructors who taught me to fly circuits!

The most enjoyable element of the course was spinning. It's so much fun, and nowhere near as scary as it's made out to be. Those of you who have already spun in a Cessna will appreciate how funny the screaming stall-warner sounds...

The Flight Instructor course has without a doubt honed and improved my flying skills and theoretical knowledge. I'd say that it was the most informative and enjoyable flying course that I've completed to date. The fact that I'm now allowed to teach student pilots is a very exciting prospect and I greatly look forward to receiving my first students in January 2017!

It goes without saying that I'm incredibly grateful to the Honourable Company of Air Pilots for this fantastic opportunity, and I would like to say an enormous thank you to my sponsors. And to any potential applicants...this is an amazing opportunity. Apply for it!

Will Moroney

APBF Scholarship



This past summer has been the most amazing of my life as it has given me so many skills both in the aircraft and away from it. The scholarship allowed me to complete the licence at a steady and consistent rate which I would have otherwise been unable to do.

As a result I picked up basic skills much more quickly, giving me the opportunity to focus on aspects like navigation and radio later on, while still being able to comfortably and confidently fly the aircraft. My flying also brought with it many amazing experiences and views, from flying wing to wing with a Spitfire on finals into Duxford, or watching the sun setting on the City of London. Although at the end of a long day's flying I often felt incredibly tired, there was still nowhere I would rather be than back in the plane looking to improve in any way I could. It wasn't just the physical flying that really engrossed me, but the theory as well. Gaining a really in-depth understanding of the mechanics, physics and psychology of flying has only intrigued me more. Having such a great support network of instructors at Flight Training London meant that if I had any issues or wanted to find out a little bit more on a certain area, the knowledge was always present somewhere in the office.

When looking back on that summer there is no single best part. A few highlights like my solo, first solo navigation and that moment when you

find out you've passed the skills test, but really the best part is the whole journey to becoming a qualified pilot, a culmination of experiences. I can't thank everyone at the Honourable Company of Air Pilots enough for their trust and support of me in this process. I have gained so much from this experience but in particular it has given me a massive confidence boost, that I am a good pilot and that if I give all that I can, my passion will be recognised, and I will succeed in my ultimate goal of becoming a commercial pilot.

Zoe Burnett

Air BP Scholarship



I started my training in the beginning of June 2016 at Tayside Aviation in Dundee. My training was completed in a PA-28-161 aircraft and I was allocated my own instructor for the duration of my course. I travelled down to Tayside for my first lesson, however poor weather did not allow me to fly but I met my instructor and was given an Induction. Looking at my bag containing all the theory books, and all the navigation and flying equipment, I could already see my summer was going to be busy, but I couldn't wait to start. A few days later I undertook my first flying lesson and loved every minute. The first few flights involved climbing and descending, turns and stalling. Due to still being at school, I had to juggle attending and completing school work with flying and travelling to Dundee and this continued for the

duration of my course. I quickly discovered that the weather was going to be a challenge with my slots and schedules for my flights often being cancelled or delayed due to poor conditions. Tayside Aviation was always busy and available for studying or support if needed, and I enjoyed meeting more young people with similar goals and interests. In addition to the practical flying I also started to study and work through the 9 theory exams on topics such as Air Law, Navigation and Aircraft General Knowledge.

In July, I completed my first solo flight. I landed with my instructor who then told me I was ready to go solo so he jumped out, went up the tower and watched me as I completed my first solo circuit. Flying solo for the first time was the most amazing feeling and experience ever, I had a smile on my face for the whole day! I had flown solo before I had driven solo!

I progressed to the navigation phase of the training. My instructor gave me the navigation brief which taught me how to plan a route and use the flight computer. I then undertook my first dual navigation flight which went well, and I quickly progressed onto my first solo navigation flight. After this I moved onto landing away at Glenrothes Airport and

Cumbernauld Airport. I found the land always the most challenging part of the course as being based in Dundee I was used to a much longer and wider runway than at these other airports. However, I managed and I was able to do my solo land away at Glenrothes Airport quickly afterwards. By this stage I had completed all the theory exams and was thoroughly enjoying every minute of the course. As I was now doing a lot of solo exercises I often stayed at Dundee for days without ever flying, as I needed very good weather conditions. This was frustrating, however it allowed me to study and learn how to read the weather conditions.

Finally, the weather was good enough for me to complete my solo cross country, consisting of landing at Fife (Glenrothes) and Cumbernauld. This was another monumental flight which I thoroughly enjoyed. Re-joining back into Dundee was challenging however very cool – the airport was so busy due to a Golf competition in Angus meaning there were many private aircraft. Transiting though the Edinburgh Zone was also very exciting due to the commercial aircraft and flying over the Forth road and rail bridges. I was delighted it went well.

By this time I had completed my mock skills test and only had my actual skills

test left to complete, however again the weather delayed this greatly. Every day I was hoping for good weather allowing me to sit the test and gain my PPL. Finally, the day arrived and I was able to carry out my skills test with an examiner from Tayside. I was given a route to plan and calculate mass and balance before setting off. The route took me north towards Stonehaven and then I was given a diversion to plan and fly. Once I had landed I was over the moon when the examiner said that I had passed!

All my hard work and support from Tayside and my family has been worth it! I am still at school and I am grateful for its support too as I have missed so many classes whilst trying to complete the PPL. I am now looking forward to continuing to learn and enhance my skills and continuing to fly. I think my parents will be my first passengers! Having my PPL means I can apply for the degree course at Tayside Aviation but I am also applying for commercial airline cadetships as to fly commercially is my dream.

I am truly grateful to Air BP and the Honourable Company of Air Pilots for giving me this opportunity and fulfil a dream!



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Book Reviews...

Meteor Boys

by Steve Bond

Reviewed by Liveryman Tom Eeles

Yet another title in the 'Boys' series published by Grub Street, *Meteor Boys* contains vivid descriptions by forty Meteor pilots of their experiences flying Great Britain's first operational jet fighter. Compared with its German contemporary the Me 262 Sturmvogel, the Meteor was a fairly pedestrian design, however, its centrifugal Derwent jet engines were more reliable than the German axial flow engines and the airframe was remarkably robust.

My first recollection of the Meteor was when I was 6 years old: my father was Station Commander at RAF Thorney Island where 3 squadrons of Meteor 4s were based. They made such a deep impression on me that I decided on my future career at that early age. The exploits of those pilots who flew the Meteor in those far off days, when the jet age was in its infancy, make fascinating reading in our risk averse, health and safety conscious era. Handling the primitive jet engines was very challenging for the pilots, who were all

well used to powerful piston engines with rapid throttle response. The sheer speed of the Meteor and its enormous appetite for fuel caught many out. There were many casualties, especially as the Meteor was not equipped with an ejector seat until the F8 appeared in the early 1950s. The Meteor held two traps for the unwary, its single engine handling at low speeds and the 'Phantom Dive'. There were many accidents, usually fatal, during practice single engine flying when an engine was normally shut down leaving little chance of recovery from a poorly handled or baulked approach. The 'Phantom Dive' occurred if the airbrakes were left out when the landing gear was selected down. The main wheels came down one at a time so a powerful rolling dive developed from which there was no recovery possible from circuit height, when this normally happened. Indeed, the RAF's last flying Meteor was lost this way in 1988 at the Coventry Air Show. Sometimes we never learn.

The book begins with a thoughtful preface written by the Right Honourable Lord Tebbit, who flew Meteors with 604 Squadron RAuxAF until it was disbanded in 1957. It continues by describing the Meteor's operational service in the last year of World War 2; subsequent chapters cover

the Meteor's work as a day fighter, a mount for the Auxiliaries, its employment as a night fighter and its use as an advanced trainer. Lesser-known aspects of its service in the roles of fighter reconnaissance, high level photo reconnaissance, target facilities and as a stop-gap trainer when the Gnat suffered availability problems in the 1960s, are also well described. There are many contributors well-known to an RAF pilot of my generation. It is quite amazing to discover that our first ever operational jet fighter is still doing valuable service today as a test vehicle for Martin Baker Aircraft's wonderful ejection seats. Dave Southwood (one of my more successful students and noted test pilot) gives an excellent description of how this vintage jet fighter is being flown today in the furtherance of ejection seat development; the operation of the sole single-seat F8 still flying in Australia is also well documented.



The CAT and the Hamsters

The History of the College of Air Training

by Stuart Logan - Legend Media

Reviewed by The Editor

Stuart Logan has taken upon himself what was clearly a labour of love – to record the history of the College of Air Training at Hamble (of which he was a graduate). The CAT looms very large in post-war British Civil Aviation, since it produced the majority of civil entrants to our then two major airlines. I must have missed it if Logan spelled out quite what proportion. It will therefore be close to the hearts of a substantial proportion of Air Pilots.

In telling the tale of the CAT, Logan understandably also relates the evolution of civil aviation in the period, including the influence of our earlier incarnation, and BALPA. If there is one underlying

thread through the narrative, it is that of continuous political meddling, usually to the detriment of those involved. The episodes when the College management was looking to replace the aircraft fleet with British types (from Beagle at nearby Shoreham) are illuminating.

During the war Hamble had been a major hub for the ATA, and in the Fifties this rural grass airfield must have seemed a suitable nursery at which to grow a cadre of future airline pilots. But the expansion of metropolitan Southampton led to a proliferation of NIMBYs. The main marked strip was only 940m, so when multi-engine training shifted to heavier types such as the Baron, that

activity, and night flying, had to be moved to the likes of Bournemouth.

The author makes frequent reference to the military edge to the authoritarianism with which the place was managed – perhaps inevitable in post-war Britain when the bulk of instructors were retired RAF pilots. However the all stick and no carrot approach shows well how flying training has evolved since.

Logan takes plenty of time to iterate each training accident – of which there were many. This is probably because Logan himself was the survivor of a particularly horrific incident in which his instructor was killed. The book is clearly thoroughly researched, and written in a welcome sardonic style. Graduates will no doubt enjoy leafing through the appendices which list the members of every intake – and which therefore include several Past Masters and Liverymen.



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