



# AIR PILOT



## INSIDE

**THE MASTER'S TOUR (2)  
NUCLEAR TESTS MARKED  
SCHOLARSHIP REPORTS  
YOUNG CARERS FLY**



## THE HONOURABLE COMPANY OF AIR PILOTS incorporating Air Navigators

### PATRON:

His Majesty The King

### MASTER:

Capt Robin B Keegan FRAeS

### CLERK:

Paul J Tacon BA FCIS

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A Livery Company of the City of London.

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Except where specifically stated, none of the material in this issue is to be taken as expressing the opinion of the Court of the Company.

# DIARY



## Applications for Visits and Events

Details and application forms for Company events and visits are now available only online – either on the website or via links in the electronic newsletter and events bulletins. With the easing of Covid-19 restrictions, meetings are now held in-person unless otherwise notified.

## FEBRUARY 2023

16<sup>th</sup> GP&F APH

## MARCH 2023

8 <sup>th</sup>	APPL	APH
9 <sup>th</sup>	GP&F	APH
9 <sup>th</sup>	Court	Cutlers' Hall
21 <sup>st</sup>	Church service	St Michael's Cornhill
21 <sup>st</sup>	AGM & Installation	Merchant Taylors' Hall

## APRIL 2023

11 <sup>th</sup>	ACEC	APH
13 <sup>th</sup>	GP&F	APH
19 <sup>th</sup>	Lunch Club	RAF Club
19 <sup>th</sup>	Cobham Lecture	RAF Club
26 <sup>th</sup>	APT/AST	RAF Club

Cover photos: CAC-18 (North American P-51) Mustang displays at *Wings over Illawarra* during the Master's Tour to Australia and New Zealand (RAAF); Young carers celebrate their flights at Bristol (Bristol & Sth Gloucs Carers Centre)

## Guidelines for submissions to Air Pilot

Please submit contributions as follows:

- Text in word document, including your name below the title of the piece;
- No embedded photos;
- All images to be sent as jpeg files with a file size of at least 2MB;
- Attachments totalling more than 15MB to be sent via WeTransfer only.



Access the Company's website via this QR code, or follow us on Twitter, @AirPilotsCo



# A MESSAGE FROM YOUR EDITOR...



One of the topics discussed recently by the General Aviation Safety Council (GASCo), on which the company is represented, is the lasting effect of Covid-19 on pilots' abilities to perform their duties to pre-pandemic levels of effectiveness. There seems to be some anecdotal evidence, especially from

the Experimental Aircraft Association (EAA) in the USA of "post-Covid brain fog" in some of those who have had the illness, and therefore there is some concern about its possible involvement in the cause of incidents, serious or otherwise. The topic is being investigated further, and there may be further news before long.

In the airlines and the military there should be (hopefully) a healthy degree of cross-cockpit monitoring, currency training and checking which should flag up any deterioration in performance, even in single-pilot operations where there might not be another crew member to provide even informal oversight.

In GA, however, with its preponderance of single-pilot operations and generally more irregular patterns of flying (and even more irregular training/checking), there may be a much lower chance of a change in a pilot's levels of skills or awareness being identified. Indeed, unless the pilot is sufficiently aware to recognise a drop in performance and sufficiently professional in approach to do something about it, the first indication to the outside world of that drop may be a serious incident - or worse. Even the official backstop of the annual medical is not structured to assess cognitive or decision-making performance under stress, which is when the effects of something like brain fog would be most likely to be encountered.

None of that means there should be some massive regulatory response out of all proportion to what is so far an unquantified added risk in flying, but the fact that brain fog is being discussed in safety forums like GASCo perhaps means that there should be a more concerted effort to raise awareness of the issue amongst the wider GA community. Greater awareness may lead to more evidence of a problem which is probably quite difficult to positively identify, and even more difficult to quantify, but that should not lead to its being ignored. All fog, whether atmospheric or mental, is something to be wary of.

*Allan Winn - Editor*

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# NEWS ROUNDUP



## WALKING THE CAMINO TO SANTIAGO DE COMPOSTELA

By PM Dorothy Saul-Pooley

During the early days of the first lockdown of 2020, many of us were inspired by the fundraising efforts of centenarian Captain Tom Moore. The sudden nature of the pandemic meant some of us were forced into unwelcome solitude, perhaps loss of employment and its associated social structures, and distance from family members increased the feelings of loneliness.

Having expected to remain a consultant to the flying school I had recently sold, it was a brutal and unexpected retirement. The only activity that kept me sane was my daily walk. As we were only supposed to take one period of exercise a day, I made sure that mine was as long as possible, walking for at least two to three hours at a time. I decided that I would aim to walk the *Camino* to Santiago de Compostela when restrictions were lifted.



Success! PM Dorothy at Santiago de Compostela

As we all know, travel abroad was not permitted for many months, so the 2020 plan became a 2021 plan and that was delayed until this year. In the meantime, as I was a complete novice at hiking and trekking, I did a practice trek and walked the Cotswold Way in October 2020.

That taught me a lot about the equipment

I would need and also confirmed that I enjoyed the effort involved in scaling hills with a pack on my back, walking day after day and coping with the vagaries of the weather (considerable in October 2020, when a storm brought three times the normal month's worth of rain to the Cotswolds in the first four days of the month – I carried most of it in my boots and rucksack!).

In 2021, whilst stranded in the Canaries for a few months, I also walked the Step out for Homelessness challenge for Crisis and raised £1,000+ with a fairly low-key campaign while I was covering 1 million steps.

### TRAINING

2022 saw an easing of restrictions and I decided to raise funds for MIND, because the massive surge in suicides, depression and mental health issues was very evident as we came through the pandemic. The plan to raise money also focussed my pre-departure training, as I really did not want to injure myself and have to give up or drop out part way through. By the middle of the year, I was



determined to try to achieve the full 500mile (800km) route from St Jean Pied de Port on the French side of the Pyrenees.

Using the Justgiving platform enabled me to update progress on the trek at completion of each stage and to add relevant photos for supporters to view. I was also able to upload photos onto my social media, which helped with further fundraising and gave me much-needed feedback and support. Originally, I set out to raise £5,000 and as I was close to the target when I left to start walking over the Pyrenees, I increased the target to £6,000.

Many people have kindly supported me in my fundraising efforts which now total £7,449 at Christmas 2022. As I am not known for doing things by halves, I managed to walk a total of 740 miles, ie nearly 1,200km or nearly 50% further than anticipated. This greater distance was achieved by adding in the guidebooks' suggested detours, walking more quickly than others might to reach the next place in the itinerary and then spending time exploring the area, or simply having to walk a route more than once because, having scaled a mountain, I then discovered I had left my purse in a café at the bottom...!

It was enormously demanding physically and mentally and took me several weeks to recover on my return. As some of you know, I have pledged to match the total funds raised to provide flying scholarships and bursaries, and anyone who still wishes to contribute to this can access my Justgiving page at <https://www.justgiving.com/fundraising/Dorothy-Saul-Pooley> I





## REPORT: GASCO COUNCIL MEETING - DECEMBER 2022

*By Upper Freeman Steve Hayman*

Firstly, contrary to rumours, GASCO is not bust! It is true that since having lost the CAA contract there are issues, however there are new plans, and the future looks good. GASCO continues its work with Airspace Infringements Awareness Courses (AIACs) on behalf of the CAA. There will be a reduction in the number of safety evenings this winter; however there will be several webinars. The website [www.gasco.org.uk](http://www.gasco.org.uk) has more information. The LAA held a Grass Roots fly in back in September, which GASCO attended, sharing tent with CHIRP.

The CAA broached the following subjects:- Podcast, Self Declaration, Rejected Takeoff, Just Culture, Licence / Medical validity. CAP 737 Human Factors has been updated.

CHIRP confirmed that there had been a 50% reduction in reports to it over the last year! Those reporting confirmed that failing to follow procedures and lack of knowledge were current issues/causal factors in incidents. CHIRP also highlighted what is known as 'Covid Brain Fog'. Those having had Covid have reported not being able to do things as they used to, in an effect similar to hypoxia, with the brain not being able to work normally. The British Microlight

Aircraft Association (BMAA) also noted a reduction of incident reporting during 2022.

The RAF reported that the VHF Low Level Common Frequency of 130.490 is working well and has already prevented what could have been an incident over the Welsh mountains. The gliding site at RAF Kenley near to Biggin Hill was increasing its activities, so other pilots were advised to keep well clear. □



The 2022 T&A Banquet saw a sizeable gathering of past and current Hong Kong Air Pilots

# GAZETTE APPROVED BY THE COURT 19 JANUARY 2023

## ADMISSIONS

### As Upper Freeman

Svend Konstand ANDERSEN (OS)  
David BURNS  
Gareth Martin DORE (NA)  
William GODWIN  
Paul Raymond KELHAM (NA)  
David MONTENEGRO  
Emanuele PAPA (OS)  
Jamie Scott ROWLANDS (HK)  
Cameron Stewart TRIBE (AUS)  
Stefan VAN STADEN (OS)  
Richard David John VERNALLS

### As Freeman

Nathan Robbie DELORME-CRABB  
Stephen Howard DUNCAN  
Phillip Keith HAYWARD  
Samuel HUIH  
John Reed PAUL  
Robin WICKS

## As Associate

Euan Spencer DAVIES  
Kitt HENDERSON  
Gretta Frances KINGSTON (AUS)  
Liam Patrick MOLLOY  
David William Myott MOORE  
Isaac Christopher WEDDLE (AUS)  
Marcus Andrew WOHLRAB

## ACKNOWLEDGED BY THE COURT 19 January 2023

## DECEASED

James CARROLL (AUS)  
Roger HAYES  
David JOHNSON  
Sir Michael KNIGHT  
Graham POWELL

## RESIGNATIONS

Ross BOYENS  
Timothy BROWNRIDGE (AUS)  
Hannah DEHNEL  
Steven GRZEBINIAK (AUS)  
Nicholas LOWE  
Eoin SANDS  
David SWAIN  
Jeffrey TRAPPETT (AUS)  
Eleanor WHITE





# MASTER'S MESSAGE

*By The Master, Capt Robin B Keegan*

My first Master's Message in February 2022 began with the unjust and illegal invasion of Ukraine. As I write my

last Master's message in mid-December 2022, the war continues. Whilst nearly all the initial military objectives of the invading forces seem to have failed, the war has entered a new phase whereby instead of conventional battles, war is being waged against what remains of the civilian population of Ukraine by attacking the electricity, water and gas utilities infrastructure. This is a most cowardly form of warfare especially as Ukraine is in the grip of winter with temperatures well below freezing.

This Master's year started as we emerged from the worst of the Covid-19 pandemic and the threat of a third lockdown. Although a little quiet to start with, the pace of events picked up reasonably quickly. That said, attending the memorial service in Westminster Abbey for our Patron, HRH the Prince Philip, Duke of Edinburgh, only one week after being installed as Master whilst sad, was also a wonderful celebration of a life lived to the fullest and with gratitude for all that Prince Philip had done for the Air Pilots, especially our own Royal Charter in 2014. His succession as Patron by his son, the then-Prince of Wales, now His Majesty King Charles III, was a fitting continuation of our connection with the modern Royal Family going back to Her Late Majesty Queen Elizabeth II who had been both our Grand Master and Patron for over 50 years.

## HIGHLIGHTS

There have been so many highlights during the year and in giving you a flavour, I risk offending those which don't get a mention, but the talk by Flt Lt Colin Bell at the Livery Dinner at Drapers' Hall in May must be near the top of the list, especially given he was 101 years old but still as bright as a button. A white-tie banquet with the Lord Mayor at Mansion House in March was splendid, as was the United Guilds Service in St Paul's Cathedral and the concert of Indian Music followed by dinner at Mercers' Hall in April. The Livery Masters Long Weekend away in Sheffield in May was an eye-opener as to how much Sheffield has moved on from its industrial past. Representing the Company at the Bomber Command Memorial Service in June was very moving, plus we also attended the Brigantes Breakfast in Blackpool which was memorable in its own way. July brought our own Garden

Party at Andrewsfield with Liveryman John Romain arriving unexpectedly in his 'NHS' Spitfire.

The traditional Buckingham Palace Garden Parties this year quite rightly, were focussed on recognising NHS Staff following the pandemic, so Livery Masters were not included. Consequently, some enterprising Livery Masters organised an 'alternative' Garden Party in a marquee in the lovely grounds of the Honourable Society of Gray's Inn in July which was delightful and only a couple of days before the start of Part One of our tour to the United States and Canada. This was to be the first Master's Tour in three years, so it was a little difficult to know what to expect, probably for the Regions as well as for us. In October, Eileen was invited to a champagne tea to meet the incoming Lady Mayoress. Of course, the Trophies and Awards Banquet at Guildhall has to be a highlight of any Master's year.

Shortly thereafter, we were off to the Southern Hemisphere to Australia and New Zealand. Back in



*Enjoying dinner in Brisbane*

the UK at the beginning of December, we were looking forward very much to the Company Carol Service as this has always seemed to mark the start of Christmas for us but, sadly, this was cancelled due to the rail strike. There is the City New Year Service with the Lord Mayor and Governor of the Bank of England, also at St. Michael's Cornhill, to look forward to in January - always assuming a rail strike does not cause another cancellation.

## STATE FUNERAL

September saw the death of Her Majesty the Queen, and the amazing State Funeral followed by the Reflections Flotilla on the River Thames marking the passing of the Queen, five days after the funeral. We were able to view the flotilla from the deck of HQS *Wellington* by the kind invitation of Robin Batt, Master of the Master Mariners

and his charming wife Rosemary.

I'm delighted to say that Eileen has really embraced her role as Consort and enjoyed the year attending all the joint events with me, plus as many Consorts-only events as possible, and has organised several visits of her own including to the Garden Museum, a walking tour of Crutched Friars (followed by afternoon tea) and the helipad of the London Air Ambulance, our chosen charity this year. In running these events, she been able to raise a substantial donation for the LAA.

Eileen and I have just completed Part Two of the Master's Tour to Australia and New Zealand, and you will see a report elsewhere in the magazine. Once again, I must apologise to all our members in the Hong Kong Region for our inability to visit them this year, but at the time the decisions had to be made, Covid-19 quarantine restrictions imposed by the Chinese Government were just too onerous to make the visit viable within the available timeframe. However, I'm sure that Jonathan and Dominique Legat will make up for it next year, especially given their previous long association with Hong Kong.

### VISITS

At the start of the year, I aimed to support as many of the Company Visits as I could. You may recall Mark Flynn's account in the June magazine of the visit to RAF Lakenheath which I attended, and which was arranged by Graham Powell of the Visits Team. Subsequently, I was deeply saddened to hear that Graham had died recently in a motoring accident.

I still get a feeling of pride when I am able to tell other Livery Masters that the Air Pilots are unique in having a number of overseas branches or Regions. I believe they are of immense value and should be cherished, but ongoing recruitment could still be an issue. Unfortunately, there has been no response so far to my suggestion that two more Regions could be viable in India and Jordan. I am also glad that the Court was able to support my paper proposing a celebration of our Centenary in 2029. Whilst the Regions were only established much later, I do hope they will feel able to be part of our Centenary celebrations. I first suggested the Centenary celebrations when I was standing for Election as the new Warden in November 2017, and I hope to be able to see it through

to completion in 2029. We will also have a new Warden Election in January 2023 so I wish all candidates well: you will be embarking on a great journey which I know you will enjoy.

### CELEBRATING THE CLERK'S SERVICE

It was great to be able to surprise our Learned Clerk Paul with a presentation at the Trophies and Awards dinner to celebrate his 20 years in office. Paul and I have not always agreed on everything, but we have never fallen out and have respected each other's differing opinions. Above all, both Paul and all the office staff have been immensely supportive to me through the year for which I am extremely grateful. I have also had tremendous support from IPM Nick Goodwyn and from Master Elect Jonathan Legat. Because we both ride Harley Davidson motorbikes, I described Jonathan and myself as a pair of hooligans at the previous AGM last March. However, I'm sure that no such behaviour will be in evidence when I hand over to



*Lunching with Air Pilots in Sydney*

him in March. Eileen and I wish Jonathan and Dominique a wonderful year. I know they will do an excellent job.

My final thanks must go to my wife Eileen. She has been so supportive and understanding especially, when another invitation comes in which requires me to spend another evening at an event in London. Being Master can sometimes be all-consuming timewise but I am so grateful that the Air Pilots have put their trust in me, and I sincerely hope I have lived up to that trust. I cannot tell you how much we have enjoyed the year. Our thanks go to you all.

And still the war goes on.

**Safe Aviating.**

□



# REGIONAL REPORTS



## North America

*A night flying lesson, by Freeman Belinda Scott*

It was a beautiful night, the sky perfectly clear, and the city lights below us looked magical. It was so peaceful and serene; no-one else was flying, it was just us and the stars. It was my first night flight and I was loving every minute of it. Suddenly, my general sense of calm was thwarted with a giant thud from the front of our plane! "We hit a bird?" I said in shock, not expecting any feathered friends at this time. I briefly imagined it to be an owl. My confusion quickly started to turn into panic as smoke came into the cockpit, and I had no idea what to do.

My first thought was: 'There is no checklist for a bird strike', followed by: 'How do you do an emergency landing at night?' We had been in the air for fewer than 30



*Beware the nightbird: the Piper after the impact*

minutes, and I was feeling the pain of being a novice. My instructor was also in shock but stayed calm, which helped me follow suit. He held the controls, then pointed out that our Piper Cherokee was still flying well: "The prop is still turning and it seems to be working fine," he said. The smell of barbecued blood and guts from the bird ingested into the engine was horrible, but the smoke quickly subsided. The cockpit was dark; I reached for a flashlight, but it didn't work.

Then we made a 'Mayday' call with no response. We tried a couple of different frequencies before realising that we had a communications failure. I will admit that calling "Mayday" with no response, in the dark, with no ability to find a safe landing place hit me with a huge sense of dread and anxiety. We squawked 7600, but later changed it to 7700 and assumed that that also wouldn't work. We quickly turned towards our nearest airport, but worried about ARCAL (aircraft radio control of aerodrome lighting) not working and no lights being on. Our

windshield was covered in blood, so visibility was bad.

We stayed high until the runway was in sight, then did a forward slip down on a long final. Fortunately, the lights were still on following another arrival. We made it. As soon as we stopped on the apron, we both eagerly jumped out to inspect the damage. There was half a Canada Goose wedged into the front of the cowl. I couldn't believe how much damage a bird could do to the aircraft. We were so lucky that it didn't come in through the windshield.

### A HARD LESSON

I learned the hard way that birds migrate at night. The same lovely flying conditions that we were enjoying are the reason they fly at night. It is cooler, which helps them maintain their body temperature; there is less inclement weather; and the winds are typically lighter. The cover of darkness also helps protect them from predators like eagles. The daylight is best used for finding food.

The twinkling lights also appeal to birds. They tend to prefer flying towards more lit-up areas, but lights can disorientate them. We were flying with our landing light on, so others could see us. This both attracted the bird then later potentially disorientated it. The bird we hit looked like it was aiming directly for the landing light, which for our aircraft was right below the propeller. We were also flying at their preferred altitude of 3,000ft.

Birds migrating at night is not commonly known about, simply because it isn't observable. Fortunately, *BirdCast* is an incredible free online resource that uses a weather surveillance radar network to create a migration map that then shows how much, where, and when migration is occurring in real-time [US-only, and available only during main migration periods – Ed]. I now always check this before I fly at night.

Statistics show that 40% of bird strikes occur during the day close to the ground, typically during take-off and landing. The problem with this number is that the majority of flights also happen during the day. Pilots are thus given the impression this hazard only exists during the day, close to the ground. Pilots may not consider the potential hazard of migratory birds at night. Armed with new knowledge and resources, I have improved my methods of preparation for flying at night. □





# Regional Report: Hong Kong

*By Liveryman Valerie Stait, Chairman, Hong Kong Region*

It may seem strange to those of you elsewhere in the world that we are celebrating restrictions being lifted, literally as I write, but it is a testament to the Hong Kong crews and the aviation industry here that we have come through these unbelievably challenging times and are in a position to move forwards. Though Hong Kong is still quiet compared to previous times, life is gradually resuming. It is heartening to see people gathering in arrivals to welcome their loved ones off of flights and hearing peoples' travel stories, something we haven't seen for nearly 3 years.

With the increased demand and many people having left the industry, albeit some temporarily, the challenges now lie in managing the ramp-up of flights and services. Though this is a good problem to have compared to the last two years, re-training pilots who have been away for perhaps 30 months is a phenomenal task. Refreshing skills is not just for aircrew, but also for our engineers and ground crew who have their own challenges of managing experience levels and supply chains to support the expanding industry here. Hopefully, the Asia region can benefit from lessons learned by those who have recovered ahead of us.

We have taken the opportunity as restrictions ease for some long-awaited social events, getting people together who haven't seen each other for perhaps a couple of



*Brendan Roscoe tastes Freedom*

years! These included a wine tasting, a junk trip down Victoria Harbour and Christmas dinner. Rob Jones, our Head of Social and merchandise, has been busier than

most. He has been behind new polo shirts and mugs to promote the Air Pilots. Rob and several other members also attended a course with Immediate Past Master Nick Goodwyn who generously donated his time to a day of training to start up our Peer Support.

On the flying side, we have renewed links with the Hong Kong Air Cadets after almost 10 years. Our newest GC member and Boeing 777 pilot Mike Cheung has



*New Hong Kong merchandise*

been volunteering for the Hong Kong Air Cadet Corps since 2014 and manages aviation and educational courses for them. Four members gave lectures at their Aviation Seminars covering topics such as a new view of air safety management, Flying Start Hong Kong and 'from Cadet to Captain'. Hopefully, they are inspiring the next generation of young people into aviation.

One of the lecturers was member Brendan Roscoe, who we were delighted to see upgrade to Liveryman at the Trophies and Awards banquet this Autumn. He talked the audience through the story of his career. Brendan started in the military as a flying instructor (Royal Air Force Central Flying School QFI and Instrument Rating Examiner and worked with the UAE Air Force flying and as a weapons/ tactics instructor). He then moved into civil aviation, flying the Boeing 747-100/200/300/400, 777 and Fokker 100.



*The Air Cadets seminar*

The outlook is finally looking brighter for aviation in the region. Our overall membership continues to grow as we move into the Western and Chinese New Years. From the Hong Kong region, we wish Air Pilots everywhere a peaceful 2023 and a healthy and prosperous Year of the Rabbit. □



# Regional Report: Australia

*By Australia Region Chairman, Liveryman Spencer Ferrier*



The trip to the Australian Region by the Honourable Company's Master, Capt Robin Keegan and his consort, Eileen, was a much-anticipated, and a happy and positively conducted, tour. Capt Keegan certainly picked the eyes out of the important aviation events and locations in Australia. He had the opportunity to speak to the Australian

aviation industry in depth and at length. The Honourable Company's military members and connections also ensured that the warp and weft of Australia's aerial defence was clearly presented along with the preparations under way for enhancement of this country's air defence and attack capability. The Australian Region includes Members north of Brisbane, Brisbane itself, Sydney, Canberra, Melbourne and Adelaide. Thus, the Master's



*Wings over Illawarra was a spectacular display (RAAF)*

overall distance travelled within Australia was in the order of 3,000km in the course of his visits. Each region has a positive Membership which was very pleased to meet the Master now the barriers of Covid-19 have gone.

Members from each part of the widespread Membership took care to present matters of aviation and regional interest to the Honourable Company and dinners of celebration at which the Master presented trophies and awards were well attended, indeed.

An air show at Shellharbour, NSW, South of Sydney was a major presentation of interest including almost all of the aircraft types that have been operated by the RAAF in its lifetime. The early rag-and-wire aircraft, plus the Supermarine Spitfire and North American/ Commonwealth P-51 Mustang, are always crowd pleasers. Also on show and in the air were the Australian Commonwealth Boomerang (locally designed and built in the desperate days of early World War 2) and the ferocious Focke-Wulf 190 reproduction, which was a real crowd pleaser.

Australia's Pacific Theatre fleet of Consolidated PBY Catalina mine-layers was represented by a beautifully restored machine operated by the Historical Aircraft Restoration Society. These amazing aircraft flew 24h mine laying missions into the Indonesian and Philippine archipelagos, bottling up an entire Japanese fleet. The Catalina was Australia's only air link with Britain during the Japanese ascendancy in World War 2. It flew regular 34h flights in radio silence between Perth WA and Colombo, Ceylon (now Sri Lanka), at the height of the war. It is quite something to see what looks like a lumbering slow machine capable of such enormous range and doing so without failure. The Catalina was and is a mighty aircraft indeed.

The Master inspected the Australian Aviation Hall of Fame, complete with citations for its many extraordinary inductees. Steve Padgett OAM, its Chairman, was presented with the Honourable Company's Australian Bi-Centennial Award at the Brisbane dinner, and Capt Bob de la Hunty of the Historical Aircraft Restoration Society was a gracious host on that tour.

This was a tour that reinvigorated Membership in Australia and the Master and his consort were most warmly welcomed. His engaging style added lustre to a his comprehensive and welcomed tour. □

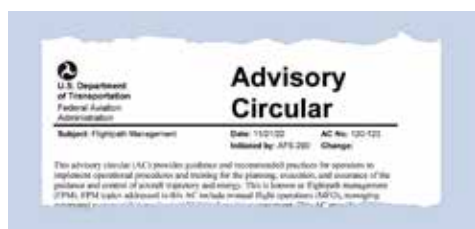


# FLIGHTPATH MANAGEMENT

*From the Desk of the DAA, PM Nick Goodwyn*

In November 2022 the US Department of Transportation and the Federal Aviation Administration (FAA) published an Advisory Circular on Flightpath Management. Much of the work behind this was inspired by Liveryman Dr Kathy Abbott, to whom we are all indebted for this authoritative document. Much of the detail below is cited directly from the Advisory Circular and a link to the document and website are at the end of this article.

The advisory circular (AC) provides guidance and recommended practices for operators to implement operational procedures and training for the planning,



*Advisory circular raises important points*

execution, and assurance of the guidance and control of aircraft trajectory and energy,

or flightpath management (FPM). FPM topics it addresses include: manual flight operations (MFO); managing automated systems; pilot monitoring (PM); and energy management.

Clearly, this subject matter will be of significant interest to the Training and Standards Technical Group (TSTG) of the ITF, which is being formed currently and will, we anticipate, develop its agenda through 2023 and beyond. Whilst this is a FAA circular, its content is relevant to us all and feeds a long-held area of interest to Air Pilots. Much good, related work has been done in the UK and elsewhere on this subject and the relevancy and timeliness of its publication reflects the importance of the debate on proficiency and recency, training and standardisation across operations – especially in the post-pandemic return to the (new) normal operational tempo.

## VULNERABILITIES

As far back as 1996, the FAA Human Factors Team published a report on *The Interfaces between Flightcrews and Modern Flight Deck Systems*. The review of data at that time identified vulnerabilities in flightcrew management of automation and situation awareness. Since then, major improvements have been made in the design, training, and operational use of onboard systems for FPM, including: autopilot (AP); autothrottle/autothrust (AT); flight director (FD); flight management systems (FMS); and their associated flightcrew interfaces.

This report included a recommendation to incorporate information on automation training and procedures for automation management.

Subsequent reports and a FAA Air Carrier Training Aviation Rulemaking Committee (ACT ARC) led to the establishment of a Flight Path Management Workgroup (FPM WG), which made a number of recommendations related to FPM. Beginning in 2015, it began issuing a series of recommendations addressing FPM which are now addressed in the AC.

In general terms, FPM has been defined as the planning, execution and assurance of the guidance and control of aircraft trajectory and energy, in flight or on the ground. 'Flightpath' means the trajectory (lateral, longitudinal, and vertical) and energy state of the aircraft, including 'ground path' if the aircraft is in motion on the ground. It should go without saying that ensuring that the aircraft is on a safe and correct flightpath is the highest priority of all pilots on the flightcrew. Ensuring the aircraft is on the correct flightpath includes checking/verifying that the flightpath is correct and intervening as necessary if it is not. In that sense, each pilot is responsible for:

- Being fully aware of the current and desired flightpath of the aircraft, and
- Being fully capable of manually flying the aircraft to achieve the desired flightpath.

At any one time, the pilot flying (PF) is responsible for controlling the flightpath - ie adjusting the trajectory and energy state of the aircraft using any appropriate combination of manual or automated inputs. Other pilot(s) on the flightcrew should always be ready and able to intervene if necessary, as was considered in one of the Air Pilots CAT Safety Network bulletins. This capability should cover both normal and abnormal situations.

The FAA Advisory Circular has sections covering FPM in terms of manual flight operations (MFO), managing automated systems, pilot monitoring and energy management. Each section reviews considerations on: operator policies, and procedures; training and checking; and instructing or examining; noting that the sections should not be studied in isolation but rather as parts of a system of systems.

## MANUAL FLIGHT OPERATIONS

MFO are, logically, those in which the pilot is physically controlling pitch, roll, yaw, and/or thrust. Manual flight is the foundation upon which other technical flying skills are



built. Whilst MFO apply to a broad range of situations, including situations where some automated systems are engaged or operating, manual flight knowledge and skills are required in all situations, not only when all automated systems are off. MFO requires cognitive, psychomotor and communication skills, and proficiency in them provides a foundation for pilots to handle any operational situation, whether expected or unexpected.

Operational data have shown that, on average, pilots exercise manual flight control for only a small portion of total flight time (usually only during take-off and landing). This somewhat limited operational practice in MFO may contribute to a gap in the ability of pilots to perform manual operations when various situations require immediate manual control. The FAA AC states that operators should promote, and provide pilots with, opportunities to exercise the knowledge and skills required for proficiency in MFO both in training and during line operations. A lack of recency or currency leads to MFO skill degradation, and analyses of operational, accident, and incident data show that such degradation is a potential vulnerability to successful FPM. Therefore, policies that promote the development and maintenance of pilot skills for MFO remain important for the safety and effectiveness of air carrier operations. Without doubt, proficiency in MFO skills is necessary for safe flight operations, regardless of the autoflight equipment installed, or used, in the aircraft.

### **AUTOMATED SYSTEMS**

There are many automated systems in modern aircraft, including autoflight systems such as AP, AT, and FD; FMS; and envelope protection systems. Automated systems cover many different functions, including aircraft control, flight guidance, alerting systems, systems management. The AC states that pilots should be adequately trained and proficient in:

- Operational use of, and training for, automated systems in normal, rare normal and non-normal operations. This includes appropriate engagement, disengagement, and combinations of these systems;
- Autoflight mode awareness;
- Prevention, and recognition of, and response to, unintended autoflight states;
- Prevention and recognition of, and management of, common errors in use of automated systems, including data entry errors.

Flightpath monitoring involves comparing the actual flightpath to what is expected/desired. This requires pilots to observe and interpret flightpath data, aircraft configuration status, automated system modes, and onboard systems appropriate to the phase of flight

any time the aircraft is in motion, including during taxiing. Several studies of crew performance, incidents, and accidents have identified inadequate monitoring and cross-checking as vulnerabilities for aviation safety. Effective monitoring and cross-checking can be the last barrier or line of defence against accidents, because detecting an error or unsafe situation may break the chain of events leading to an accident. Conversely, when this layer of defence is absent, errors and unsafe situations may go undetected, potentially leading to incidents. Therefore, it is vital that operators establish operational policies and procedures on pilot monitoring (PM) duties and implement effective training for flightcrews and instructors on the task of monitoring.

### **ENERGY MANAGEMENT**

Energy management is defined as the planning and control of airspeed (or groundspeed), altitude, thrust, aerodynamic drag (speedbrakes, slats/flaps, and gear), and trajectory to achieve desired lateral and vertical flightpath targets appropriate for the operational objectives. Energy state is the combination of kinetic and potential energy of the aircraft, which means the combination of speed (kinetic energy), altitude (gravitational potential energy), and thrust (chemical potential energy) available. During manoeuvring, these three types of energy can be traded, or exchanged, sometimes at the cost of additional drag.

The FAA AC cites industry reports and operational data from airlines and aircraft manufacturers indicating that pilots have vulnerabilities in awareness and management of the aircraft's energy state, across multiple phases of flight, which is potentially a significant contributing factor in flightpath deviations, incidents, and accidents. These data reveal challenges at times in complying with arrival and departure procedures, approach and landing operations, and during go-arounds. Increased precision is required on new and planned future airspace procedures such as: performance-based navigation (PBN); area navigation (RNAV); required navigation performance (RNP); trajectory-based operations (TBO) and radius-to-fix (RF) legs. Therefore, pilot understanding of, and proficiency in, energy management during such operations are critical.

In summary, while the guidelines produced by the FAA are not mandatory, they are derived from extensive research and industry study of accidents and incidents where ineffective FPM was causal or contributory. The guidelines are intended to help in complying with applicable national regulations to prevent similar events in the future. They form a useful reference for Air Pilots and a valuable starting point for the ITFTSTG.

The complete document can be found at: [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/1041433](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1041433) □





# FLYING YOUNG CARERS

*By Liveryman Alasdair Beaton*

The *Youth In Aviation* project, which has been sponsored by the Company, has flown another 12 young Carers, this time from Bristol. Their flying was conducted by the Bristol and Wessex Flying Club using one of its Cessna 172 aircraft, on 8<sup>th</sup> October last year.

As has been found in the three earlier *Youth in Aviation* events, the 12 Bristol Young Carers really appreciated their opportunity to experience flying, not just as a reward for the invaluable social service that they provide, but also as a chance to enjoy an exciting flying experience.



*Young carers proudly display their flight certificates  
(All pics Bristol & Sth Gloucs Carers Centre)*

What has been very satisfying throughout the whole project has been the establishment of links between the Company and young carers in our UK society. In setting up the project, the aim was to provide a flying experience to disadvantaged young people (an unfortunate term, not to be used again) and in contrast with those young people who might be considered quite clearly disabled. Our organisation already supports disabled children.

The Company connection with young carers has, from the very outset of the project, proved to be very successful. Every large town or city in the UK will have a young carers organisation amongst the social services provided by local authorities. There doesn't appear to be a National UK young carers organisation so individual research has



*Learning the theory of flight*

been carried out for each event with no difficulty in finding a local group. The project was also deliberately planned to be UK-wide, hence our events in

Inverness, Leeds, Cambridge, Bristol and, hopefully, Reading for the fifth and final event in 2023.

The nature of the young carers' individual responsibilities is that they do not often meet fellow carers socially to enjoy each other's youthful company. A day out at an airport, to include flying, allows them to meet each other. An important additional unintended consequence has been the impact on young, underconfident, almost "frightened of flying" young carers. It is those whom the project has helped most of all. Their flying experience has given them an increased confidence to not only look forward to flying again, but also to face challenges ahead in their young lives, becoming more confident in overcoming their own personal anxieties.

For the fourth Event at Bristol, the best way to summarise the success of the event is, again, to quote directly the remarks from the young carers themselves.

## QUOTES FROM YOUNG PEOPLE:

"I think my liver has moved" [while giggling]

"I actually drove the plane! It was so awesome"

"Everything looks so small from up there; I couldn't see the pumpkin patch my mum was at today though"

"The plane was so loud, but we had these cool headphones on so we could speak to each other; and we could also hear the other pilots. Our pilot actually let me speak on the radio!"

## COMMENTS REGARDING THE FLIGHT AND THEIR EXPERIENCES AROUND FLYING FROM THE SUPERVISORS:

"There were lots of comments about how the young carers had never flown before. Most of the young carers agreed that they wanted to go in a plane again as soon as possible as they had now got over their nervousness and apprehension."



*Another air experience flight completed*



*Seeing their environment from above was a novel experience for the young carers*

"Those who had the opportunity to sit in the front and control the plane were all absolutely buzzing and really enjoyed the experience.

Lots of talk about wanting to go faster/do tricks."

"Young carers talked excitedly about seeing the Bristol suspension

bridge and how small Bristol looked from the sky."

"One young carer from Yate talked about trying to see his house before the flight: the pilot pointed out when they flew over Yate, and the carer was surprised that he didn't recognise anything from above." I am sure that all members of the Company will appreciate that our organisation's sponsorship of the *Youth in Aviation* project has once again proved to be a great success. We have now flown 48 young carers.

It is hoped to hold the fifth, and last, event in this series of the *Youth In Aviation* project in early 2023, at the home of the Air Pilots Flying Club, The West London Aero Club at White Waltham. This will be an opportunity for Company members themselves to take part where it is hoped that it will be the turn of young carers from Reading to enjoy their day out, to include some flying. □

## SOME OF OUR FLYING YOUNG CARERS

*By Anne-Marie Hilborne, Young Carers Worker*

Danni is 10 years old and became a young carer as her older brother is physically disabled with learning and emotional needs, this means the parents time is taken up a lot with his care. She also has two other siblings with additional needs and their parents have their own health issues. Danni has been a young carer registered with our Bristol and South Gloucestershire service for one year, but her caring role started around two years ago. Danni helps her siblings with their homework, helps them settle them at night, and the youngest still needs help to go to the toilet. When they become upset and angry, she also helps calm them down when they become upset or angry.

Bill is 11 years old, and Isaac 14: they both care for their mother who has had to have a series of operations on the brain due to a life-threatening illness and suffers with debilitating side effects from this condition. Both have been with Young Carers for the past four years. Their care duties include shopping, gardening, looking after pets, and fetching and carrying things for their mother, and helping to cheer and ensure she is OK when she is ill/anxious or depressed.

Jen is 10 years old: her father has long-term physical ill health, her mother has mental health issues and

her older sibling has a range of social, emotional and mental health difficulties. Jen became a young carer 18 months ago; however, it was apparent she had had a significant care role before being referred to our service. Jens' care duties involve a high level of emotional care of her brother, and she will often mediate between her older brother and her two younger siblings. Jen is often responsible for minding her two younger siblings and helping with the school runs.

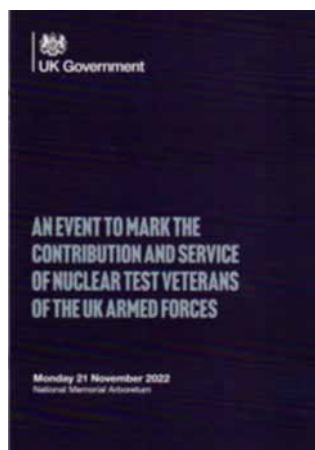
The Bristol and South Gloucestershire Young Carers Centre is part of the Carers Support Centre. Our service supports young carers from age five to 17 years in Bristol and South Gloucestershire. We work with families and undertake carer assessments, give information and advice, and provide one-to-one support, group activities and short breaks and outings. This enables young carers to have the support they need to cope with caring and help them reach their potential. Young carers are often hidden, so we also undertake awareness raising in schools with students and teachers. In addition, we run awareness training with a wide range of professionals across health and social care working with young people and families, to help identify hidden young carers. We also run *Young Carers Voice* supporting young carers to influence local decision makers so that support for young carers is improved. □



# BRITISH NUCLEAR TEST VETERANS RECOGNITION

**Liveryman John Robinson reports on the belated recognition granted to British nuclear test veterans, and recounts his own story of taking part in 'sniffer' flights during those tests.**

On 14<sup>th</sup> November 2022 I was invited by the Office of Veteran Affairs (OVA), through the British Nuclear Test Veterans Association (BNTVA), to attend a ceremony at the National Memorial Arboretum at Alrewas on 21<sup>st</sup> November. It was thought that the aim of the ceremony was to recognise the 70<sup>th</sup> anniversary of the first British nuclear device test and dedicate a memorial to those veterans who had taken part in the tests. The OVA, which comes within the Cabinet Office, organised a programme



*The programme for the commemoration*

for the ceremony which was to be led by The Secretary of State for Defence, Ben Wallace, assisted by the Minister for Veterans' Affairs, Johnny Mercer, with 150 veterans of the tests and their relatives in attendance. I was asked to speak of my experiences in taking part in the nuclear tests with a time limit of 2½min! Rehearsals for the ceremony took place on the day before. I discovered that I was to be lead speaker of five, with one having been on ground duties on Christmas Island, a lady who was a descendant of a Christmas Island veteran, another who was a descendant of a Maralinga veteran and the last an Air Signaller on Avro Shackletons.

## UNEXPECTED ANNOUNCEMENT

On the 21<sup>st</sup> it was planned to be at the conference centre at the Arboretum by 09:00 for another possible rehearsal. We speakers were ushered into a meeting room and a director from OVA made an announcement. She told us that what she was about to say was not to be relayed outside the room until the ceremony was over. Then she announced that the Prime Minister, Rishi Sunak, would be attending the ceremony: he would be coming from the CBI Conference in Birmingham. In his speech he would state that all nuclear test veterans would be officially recognised by the Government, which had never been done by the Ministry of Defence, and that the veterans would be awarded a medal for the duty carried out.

The medal would also be awarded posthumously to the relatives. It has taken 70 years for the recognition and award of a medal to come to fruition. Even the OVA staff were caught unawares as the programme gave no mention of the PM.

Over coffee after the briefing, we met the various branches of the press and TV but with lips sealed about what the Prime Minister was to announce. The ceremony was due to start at 12:00 although the weather forecast gave steady rain all afternoon. Fortunately all the guests and participants were able to shelter under sturdy awnings. The speakers were held back while the guests made their way to the ceremony site by the Nuclear Test Veterans memorial.

## THE CEREMONY

After a short delay the Prime Minister arrived, and we were individually introduced to him. The ministers were next in line, and I had the opportunity to have a chat with Ben Wallace who was quite forthcoming about the length of time taken for a student pilot - seven years or more - from entering the service to getting on a squadron (I won't put in print some of the things he mentioned!).

We were then taken to the ceremony site and seated in the front row. The Prime Minister spoke first and when he announced the recognition of the nuclear veterans and the award of a medal there was tremendous applause from the assembled company. Ben Wallace backed up the Prime Minister's announcement and then the Nuclear Test Veterans' padre held the stage with well-meaning prayers.

After this it was time for the speakers. Some of the speeches were quite moving and I noticed several handkerchiefs being used.

Floral tributes were laid and then it was back to the conference centre for lunch and more interviews before departing. The BBC website under 'Nuclear Veterans' gives a full description of the ceremony and subsequent debate in the House of Commons.

## BRITAIN'S TEST PROGRAMME

There were 21 nuclear tests carried out by the UK in Australia and Christmas Island (now known as Kiritimati) in the Pacific between 1952 and 1967, as listed in the table. It is estimated that 22,000 personnel from the



*The memorial*



Armed Forces and civilians were involved in the tests and approximately 1,500 are still alive. An agreement with the US allowed for further 24 UK tests to be carried in Nevada, the last one being in 1991.

I became involved with the nuclear tests in October 1955. At the time I was flying English Electric Canberra B.2s on Bomber Command's Main Force. We were a three-man crew on No 44 (Rhodesia) Squadron based at RAF Honington when a notice was published requesting crews to volunteer for special duties in Australia. My two navigators were all for this and so was I, but I had only six months left of my four years short service commission. Forms were filled in making this point, and my four years commission became 12 years, which I accepted. Within 24h a posting notice for the crew to No 76 Squadron came through.

In November we arrived at RAF Weston Zoyland to join the re-formed Squadron and discover that all the pilots and navigators were flying officers, except for my flight sergeant navigator and two flight lieutenants who were

what would happen to the aircraft which would be heavily contaminated. Here some theorised that they would be flown out over the southern coast of Australia with only the pilot as crew and he would eject at what was to be decided was a safe distance from land. Fortunately, this did not happen!

### SPECIAL CANBERRAS

The aircraft were Canberra B.6s with engines that had 1,000lb more thrust each over those of the B.2s and whose fuel load was enhanced with the wings enclosing integral fuel tanks.



*Canberra of 76 Sqn*

There were eight aircraft which had been specially modified with high-spec filters for the air conditioning, a periscopic sextant fitting, an ADF – which was useless beyond 100 miles (160km) range from a NDB – and specific modifications for the task to be undertaken.

Familiarisation with the B.6 and long-range cross countries with limited aids including use of the sextant became standard training, as did night flying with a single line of 'goose neck' lamps for landing.

In April 1956 five aircraft, led by the squadron commander with my NCO navigator, flew off to RAAF Pearce Field north of Perth in Western Australia to carry out sniffer duties on *Operation Mosaic* in the Monte Bello Islands. Three other crews were flown out leaving my crew and one other to wait for the final three aircraft to be delivered. On 4<sup>th</sup> July we left to join the squadron with the third aircraft being flown by a Wing Commander Operations from Binbrook. We flew only one leg a day via RAF staging posts of Idris (Tripoli), Habbaniya (Iraq), Karachi (Pakistan), Negombo (Ceylon) and then Changi (Singapore) before the last two legs through RAAF bases at Darwin and Pearce.

There were no airways, and we were well above the altitudes being flown by normal air transport traffic. The very low temperatures at altitude suited the Canberra's high-level performance and, by using the cruise climb technique, the aircraft could get above 50,000ft. The limited navigation aids had to be supplemented by map reading and position line sun shots from the sextant which kept the two navigators busy!

### A NEW AIRFIELD

On 16<sup>th</sup> August the Squadron moved to RAAF Edinburgh, 15 miles north of Adelaide. This was a new airfield with the main objective to support the Woomera Range activities including nuclear tests carried out at Maralinga, and which had a new runway capable of operating V-Bombers.

#### Principal named operations involving UK armed forces personnel in nuclear testing programmes in Australia and the Pacific, 1952-1967

Operation	Location	Date
Hurricane	Montebello Island	Oct 52
Totem	Emu Field	Oct 53
Mosaic	Montebello Island	May-Jun 56
Buffalo	Maralinga	Sep-Oct 56
Grapple	Christmas Island	May-Sep 58
Antler	Maralinga	Sep-Oct 57
Dominic	Christmas Island	Apr-Jul 62
Kittens	Emu Field/Maralinga	1953-61
Tims	Emu Field/Maralinga	1955-63
Rats	Maralinga	1958-60
Vixen	Maralinga	1959-63
Ayres	Maralinga	1960-63
Hercules	Maralinga	Aug-Nov 64
Brumby	Maralinga	Mar-Aug 67

to be the flight commanders, making ten crews. Everyone was single, which was one of the requirements for the tasks ahead. No one knew for sure what the special duties were to be, but it was leaked out that we were going to fly through nuclear clouds collecting samples following the detonation of nuclear devices; these were nicknamed 'sniffer flights'. No one backed away from this revelation or seemed too worried about it as the subsequent effects were unknown. There was speculation over how radiation would affect the body, protection we could expect and

For *Operation Buffalo* on 11<sup>th</sup> October we flew our first operational penetration of a nuclear cloud, remaining in the cloud for 12½min. After landing with the contaminated aircraft, the entrance door was sealed with strong paper by the ground crew. The crew unstrapped from their seats and, in turn, disconnected their oxygen supplies, which had been on 100% for the duration of the flight, and rapidly exited the aircraft. I was last out, having ensured that the aircraft was completely shut down and the brakes off so that it could be towed away to an isolated part of the airfield to 'cool down' from radiation before any servicing could be carried out. The crew were escorted speedily to the nearby decontamination centre



*What it was all about – the mushroom cloud (iStock)*

where we stripped down completely and were scanned for any radiation adhered to the body. Several showers had to be taken to ensure that the body was clear. This was the standard procedure throughout the nuclear tests for aircraft and crews. There was then a six-months break before we were required again so we went sent back to England by the P&O liner *Strathnaver* for Christmas and the New Year and returned to Australia in January 1957, flying with Qantas in a Lockheed Super Constellation.

### OPERATION GRAPPLE

In April we flew to Christmas Island via RAAF Amberley and Nandi in Fiji, crossing the International Date Line and the Equator on the last leg. The flight was entirely over water, so again the navigators came good with sun position lines keeping us on track all the way. Eventually we got within radio range of Christmas Island air traffic control which was able to give us a bearing which confirmed that we were on track.

On Operation Grapple the first British H-Bomb was dropped from a Valiant on 15<sup>th</sup> May using Malden Island, which is 400miles south of Christmas Island, as the aiming point and the bomb detonating at 8,000ft. We flew as a radio link between Christmas Island and the target area and carried out the initial air survey of Malden Island following the explosion. We repeated this format for the third bomb on 19<sup>th</sup> June.

The success of the first H-bomb test ensured that the UK



*Canberras of 76 Sqn later wore this all-white anti-flash scheme (Robin A Walker)*

became the third nation in the world to have the nuclear deterrent and so keep up its defences in the cold war and beyond.

The three months on Christmas Island was not spent idly on the beach, but flights were a little sporadic. We did fly to Honolulu on two occasions with VIP passengers, taking three hours each way as opposed to the alternative of six hours in a Handley Page Hastings for the passengers. Another flight was ferrying a Canberra with two unserviceable fuel gauges in the main tanks back to Fiji via Canton Island for another crew from Australia to take on. When about 100miles from Nandi the starboard engine fuel control unit decided to make the engine hunt over 1,000rpm and necessitated it being shutt down. The arrival weather had a 700ft cloud base and no runway approach aids other than the NDB, which made for an interesting ADF approach.

### DIVERSIONS

Other ways of passing the time were with the Royal Engineers who were making another landing strip on the south end of the island, and we were invited to drive the bulldozers and other equipment.

In July 1957 the squadron was no longer required on Christmas Island as *Operation Grapple 1,2 and 3* had been completed so it was back to RAAF Edinburgh. On my return trip I had to carry out an air test at Nandi on one of our aircraft that had been stranded there before I could take it on.

In September on *Operation Antler* at Maralinga, we flew as sampler on the first test on 14<sup>th</sup> September and on the last test on 9<sup>th</sup> October, finished with tracking the cloud across Australia. When we were reaching our fuel limits for staying on the task we were told that the weather at Maralinga had clamped below landing limits so had to divert to Edinburgh. The medics then assessed that I had received the maximum allowable exposure to radiation and ended my tour with No 76 Squadron.

[<https://damned.mirror.co.uk/chapter3.html> gives an in-depth detail of what happened to several participants of nuclear tests.] □



*The view over a perfectly aligned Canberra*



## THE MASTER'S TOUR PART TWO: AUSTRALIA AND NEW ZEALAND

*By The Master*

**The Master and his Consort continue their tour of the regions with a visit to Australia and New Zealand in October and November 2022**

### **AUSTRALIA**

We flew out from Gatwick to Sydney via Dubai with Emirates with about a 3h change of aircraft in Dubai. In order to try and ameliorate the effects of jetlag, we had chosen to take a few days out to stay with our niece Lucy who lives in the Blue Mountains west of Sydney. Lucy and her husband Jason are both qualified race-horse trainers and have a property of about 15 acres (6ha). They work extremely hard rising at 03:30 each morning to prepare the horses for exercise at the local racetrack.

We found all the Australians we met to be extremely friendly and welcoming, even the staff in the airport security screen who almost apologise for wanting you to open your bags for inspection! Australians have a rather charming way of using diminutives. For example, breakfast is 'brekkie', Christmas is 'Chrissie', firefighters are 'furies', motorcyclists are 'bikies' and tradesmen are called

'tradies'. However, this system falls down somewhat when considering Ambulance staff who are called 'ambos'. There continues to be a degree of tension between the States of Australia and the Federal Government over who controls what, and the different approaches taken by each State during the Covid-19 pandemic are a good case in point. The Jacaranda trees were in full bloom and looked lovely. After our time in the Blue Mountains, we were collected by Liveryman Spencer Ferrier, the Chairman of the Australian Region, who had kindly offered to drive us to Canberra for a series of meetings with various government departments and agencies. The agenda would largely be as listed in the article on Part One of the tour plus any local issues the Australian membership wanted us to raise. Spencer is excellent company with a wealth of knowledge about Australian history.

### **CANBERRA**

On day one we arrived at our accommodation in the Commonwealth Club, which is located in the diplomatic area surrounding Capital Hill and contains the various

high commissions and embassies, many of which are built in their national architectural styles. Most of the arrangements had been made by Upper Freeman Peter (Norf) Norford. Peter is a retired Group Captain with extensive fixed-wing and helicopter experience, who kindly acted as our host, tour guide and local font of all knowledge.

Day two started with a meeting with Angus Mitchell, the Chief Commissioner of the Australian Transport Safety Bureau. Angus originally came from the maritime industry and was interested in our views and in the fact that the Air Pilots is non-political and independent from possible vested interests. The ATSB maintains a strict 'no blame' ethos in its independent reports but, in similar fashion to other accident investigators which we had previously visited, it has had to resist the attempts by courts or coroners to try to gain access to its case files. We also had a guided tour of the ATSB laboratories which help with investigations over things like metallurgical failures or deciphering cockpit voice recorders.



*The Canberra War Memorial* Norf then took us on a sightseeing tour of Canberra, including to the lookout on the top of Mount Ainslie. From this vantage point, it is easy to see the elegant layout of Canberra, particularly the perfect alignment of the National War Memorial and the Anzac Parade with its various memorials then across the lake created by damming the Molonglo River to both the old Parliament House - now the Museum of Australian Democracy - and the new Parliament House Building with its unusual grass roof half-buried under the top of Capital Hill. Lunch was then taken at the National Arboretum before our afternoon appointment with Air Cdre Pete Thompson, the Director General Air Combat Capability of the Royal Australian Air Force. Dinner that night was at a large gathering at Norf's house where Jane Norford had cooked a delicious pulled brisket.

Day three started with a meeting with Pip Spence, the fairly new Chief Executive Officer and Director of Aviation Safety at the Australian Civil Aviation Safety Authority (CASA). This was followed by a meeting with Richard Wood, who is the First Assistant Secretary of the Department of Infrastructure, Transport, Regional Development, Communications and the Arts. Out of this fairly wide brief, Richard had oversight of the new Western Sydney Airport which is currently under construction. One of the local concerns is that once

opened, this new airport could make it almost impossible for general aviation to continue to operate in the Sydney Basin.

## CANBERRA DINNER

That evening, the black-tie Canberra Regional Dinner was held at the Commonwealth Club, where a number of the Government officials we had met previously had accepted invitations to attend as guests. I also had the great pleasure of presenting the Master's Trophy for the Australian Region to Liveryman Capt Rob Dicker and the Grand Master's Australian Medal to Grp Capt Tim Sloan, who accepted it on behalf of the RAAF Centenary



*Rob Dicker receives the Master's Trophy for the Australian Region* Flypast Team. The food at the Commonwealth Club was exceptional and foreign ambassadors are known to dine there. I had known Liveryman Capt Brian Greeves, as we had both worked for IFALPA many years back, and was delighted to see him again at the Canberra dinner.

Day four was Friday 11<sup>th</sup> of November and therefore Remembrance Day. Eileen and I attended the National Ceremony of Remembrance at the National War Memorial in Canberra at 11:00. The actual memorial is currently being renovated so the ceremony was held in the grounds nearby. Our next visit was to Peter Curran, Chief Customer Experience and Strategy Officer of Air Services Australia. It provides air traffic services and Peter was alarmingly honest when asked for his thoughts about the possibility of moving to navigation by reference to True North rather than Magnetic North: "We haven't



*Grp Capt Tim Sloan receives the Grand Master's Australian Medal*

even considered it!" At least now we have sown the idea in his mind!

Whilst this was Remembrance Day, there is also a short service held in the afternoon every day of the year at the National War Memorial to remember the Australian fallen of any war, so we returned for this. What is sometimes forgotten is that Australia was quite heavily involved in the Vietnam conflict as well as many other battles. A name is selected from the list of the fallen and a short summary of his or her life is read out. Families are notified in advance so that they may send relatives or representatives if they wish. The subject this day was the only son of the family and the short memorial chosen by the family was "The Last of the Line": it was very moving.

Australia has an organisation called the Australian Air Force Cadets which is very similar to our Air Training Corps (ATC). There is also a charitable foundation which raises money to support the activities that the AAFC might wish to undertake but that might not qualify for Government financial support. I was invited by Air Vice Marshall Kym Ozley and Peter Norford to attend the AAFC Foundation Annual Dinner at Duntroon House, and managed to win the slightly dubious prize of having joined the ATC a year earlier than anyone else present at the dinner.

### **WINGS OVER ILLAWARRA**

The next day we were due to drive back to Sydney with Spencer Ferrier but via Shellharbour Regional Airport where Rob Dicker had kindly obtained Gold entry passes to the *Wings Over Illawarra* Air Show. This journey requires navigating the Illawarra Highway via the Macquarie Pass, which offers some spectacular hairpin



*The replica of Southern Cross at Illawarra*

bends whilst the road descends the escarpment of the mountains close to the East Coast and is often closed in bad weather. We are all used to air shows with a mix of single-engine warbirds and modern frontline fighters, with occasional multi-engine machines such as a Douglas DC-3. This air display is definitely different, with a four-engine Lockheed Super Constellation in flying condition

plus a four-engine Lockheed P-3 Orion and a twin-engine Lockheed Neptune on display, most of which were owned and operated by the Historic Aircraft Restoration Society (HARS) based at Shellharbour Airport.

We were also delighted to meet Bob de la Hunty, who is the President of HARS and also a Director of the Australian Aviation Hall of Fame (AAHoF). He kindly gave us a guided tour of the AAHoF and the HARS hangars, which also gave us the opportunity to meet some of the volunteers. There is a number of restoration projects underway, including those of a replica of the *Southern Cross*, Charles Kingsford-Smith's Fokker F.VIIb/3m trimotor, and the actual Douglas DC-3 which had carried HM The Queen on one of her early tours of Australia. I was delighted to present Bob with a Company wall plaque in recognition of HARS' great work. The day ended with Spencer dropping us outside the RAC Club (Australia) in Sydney where we were to spend the next few nights.



*The Master's Consort tries out the late Queen's DC-3 seat*

### **SYDNEY**

Day one was our first full day and was a Sunday, so we had a free day. Having been to Australia before, we took a leisurely stroll around the city and re-acquainted ourselves with the various landmarks. Sydney is suffering the same things post-Covid-19 that we see in many UK cities. Many shops are empty and boarded up and sadly, some have people sleeping in the doorways. The biggest food retailer in Australia is Woolworths, which is a name that disappeared from UK high streets many years ago.

Day two was a visit to the Toll Aircrew Centre of Excellence (ACE) Training Centre at Bankstown Airport.



*Presentation to Bob de la Hunty of HARS*



*The packed cabin of a HEMS AW 139*

Toll is a big Australian logistics company, although now owned by the Japan Post Group, and had won a 15-year contract to operate the Helicopter Emergency Medical Service (HEMS) across the southern zone of New South Wales and the Canberra area using a fleet of eight Agusta Westland AW 139s. These are big helicopters which create a 7t downwash! Six aircraft are always available, whilst two are on scheduled maintenance, and are operated out of Bankstown, Wollongong, Orange and Canberra airports. The significant difference when compared with HEMS helicopters in the UK is that the Toll helicopters also take part in search-and-rescue missions and are therefore equipped with a winch with 200ft of cable plus a 'mini-sun' powerful external searchlight in order to be able to recover casualties in hard-to-reach places or at night.

The ACE Training Centre is a purpose-built facility which not only includes hangars and conventional classrooms but also a simulator, control centre and a pool where many sea states can be created, together with wind plus thunder and lightning sound effects. One of the more novel facilities is the 'birdbath'. This is an area adjacent to the hangar with a number of water jets which allows the aircraft to be sprayed with fresh water as soon as it



*The training pool at ACE*



*Maintenance of the HEMS fleet*

arrives back from a mission that has taken it over the sea, in order to avoid too much damage from the salt water. My thanks to Diane Tremain who facilitated our guided tour and gave so generously of her time. Following the visit we adjourned to the Sydney Rowing Club for lunch overlooking the water.

Day three started with a very pleasant cup of coffee with Rob Dicker on Circular Quay. We then took the ferry to Manly where we were due to have an informal lunch with some Company members from the Sydney area. We had been invited by Brian and Nicki Greeves to either have afternoon tea or dinner with them at their home outside Manly. As we were due to catch a flight to Brisbane early the following morning, we settled for a delightful afternoon tea.

## **BRISBANE**

On day one, following our early morning flight from Sydney, we were met by Liveryman Capt John Howie and taken to the United Services Club (USC) where we were due to stay. John is an amazing man in many respects, not only for his previous flying career but also as a model railway enthusiast and as a wine connoisseur. He has a lovely house near the coast which he designed himself and had built to his own specification.

We later visited Smartship Australia. This is a training organisation with a number of ship simulators. If you thought aircraft simulators were big, think again! This had a full-size 16m-wide recreation of a ship's bridge, with a huge wraparound screen which projects a 360° view from the bridge including the bridge wings on either side. It is not designed to teach people how to become ships' captains, but rather to practice ship handling and bridge teamwork especially in unfamiliar ports, plus bridge resource management. Does that sound familiar? There is also a tug simulator.

Our last visit of the day was to Aviation Australia (AA) and meeting Liveryman Capt Pat Murray, who is both Head of Flight Operations and Training and Professor of Aviation & Logistics at the University of Southern Queensland. On its extensive Brisbane campus, AA undertakes a number of aviation-related courses, including aircraft maintenance engineering, cabin crew training and some pilot training using its Boeing 737-800NG Simulator. Pat had been given the Order of Australia Award in the last Queen's Birthday Honours List and, although I had written to congratulate him at the time, it was also good to meet and congratulate him in person as well.

### FLYING DOCTORS

Day two started with a visit to the Queensland Royal Flying Doctor Service (RFDS) where we were shown the latest Beechcraft King Air 360 which was kitted out with a new semi-automatic system for loading and unloading stretcher cases, which not only makes patient transfer



*The new patient-loading system at RFDS Queensland*

safer and more comfortable but also easier for the RFDS crews. The RFDS is still organised along State lines, rather than as a national service, and is probably not appreciated so much by city dwellers as those living in the outback, where it is held in the highest regard. What is perhaps not so well known is that the RFDS not only supplies emergency treatment or evacuation but also helps facilitate regular clinics in places where little or no primary care is available.

Our second visit of the day was to the Aviation High School where we were given a tour by David Munn, the Principal. This is one of 19 'gateway' schools in Queensland which not only offer a regular school curriculum but also offer optional studies in aviation-related subjects. It had suffered very badly from the floods in February 2022 which had resulted in a \$Aus6.5million clean-up bill and had sadly lost many of its various aviation-related items, including desktop flight simulators and a couple of old light aircraft which had been used for engineering studies. David is a very

inspirational man who believes passionately about what the school offers, so I'm sure it will be able to rebuild its facilities in time. One of the novel things it does is to use its desktop flight simulators to run a team competition to race across Australia in simulated light aircraft but in real time. David says you can sometimes enter the classroom in the early hours and find the whole team fast asleep at the wheel! Of course, the opposing teams don't think it necessary to wake them! Most in the UK will be familiar with the idea of a Leavers' Ball or a Prom Dance for those finishing their school careers. In Australia, this is known as a 'Formal' and the school was unusually quiet during our visit as the Formal was taking place that very night.

Later that afternoon, John Howie picked us up and drove us to the coast to watch the sunset over the bay before taking us back to his house for a delicious home cooked meal with his wife Gael.

### ADVANCED FLIGHT THEORY

On day three, we were met by Upper Freeman Jon Minns who is both Chairman of the Company's Queensland Working Group and a Flight Operations Inspector with CASA. John drove us north to the Sunshine Coast Airport where our first visit of the day was to the Advanced Flight Theory organisation. This is run by Nathan Higgins, whose reputation has largely spread by



*The Air Pilots delegation at Advanced Flight Theory*

word of mouth for the excellent quality of the ATPL Ground school courses run there. Nathan is a previous Air Pilots award winner. We were later joined at lunch by Steve Padgett to whom I was due to present an award the following day. Steve is one of the principals in Alliance Airlines, and after lunch he invited us to an impromptu visit to his offices only a few hundred yards away. Steve kindly gave me a signed copy of the book *Flying Under the Radar* about the history of Alliance Airlines, plus a bottle of his own-label gin. As Steve runs the world's biggest fleet of Fokker F100 aircraft, I leave you to imagine the name on the label!

Our last visit of the day was to the Queensland Air Museum at Caloundra Airport. This had many unusual exhibits in its hangar but sadly, many had to remain outside and therefore subject to the ravages of the Queensland climate and the sea air. I was surprised to see amongst the exhibits a Beechcraft Starship. This futuristic design



*Surprise sighting of the rare Starship*

had been under development during the time I flew the King Air, but it had probably been too far ahead of its time and had not been successful. I was under the impression that Beechcraft had destroyed all the remaining examples – but am now told that at least eight have survived in museums and that there still at least five on the active register in the USA. That evening, Jon had invited me to the annual black-tie dinner of the Queensland University Squadron RAAF at the Queensland Club.

Day four was a Saturday so we had some free time to explore Brisbane before heading back to the Queensland Club for the Air Pilots Queensland annual black-tie dinner. As with the Commonwealth Club in Canberra, the quality of the food at the Queensland Club was exceptional, especially considering the staff were supporting two other events at the club that evening. It was here that I was able to present a number of local awards which included one to Lauren Day, who I have subsequently heard will be



*Steve Padgett receives the Australian Bi-Centennial Award*

joining the Royal Australian Air Force on a pilot course starting on 27<sup>th</sup> January 2023. However, the main award of the evening was the Australian Bi-Centennial

Award which was deservedly given to Steve Padgett of Alliance Airlines in recognition of his outstanding individual contribution to Australian aviation. The following morning, John Howie kindly collected us from the USC and drove us back to Brisbane Airport for our flight to Melbourne.

## MELBOURNE

On arrival in Melbourne on Sunday, we made our own way to the RAC Club (Victoria), and our home for the next few days. This is an amazing building in the heart of the city and could easily be five-star rated. From our previous visit to Australia, Melbourne had been one of our favourite cities. With the free trams, Flinders Street Station, Federation Square or the South Bank and Casino, there always seems to be something going on.

Day two was to feature the Melbourne informal lunch at the RAC Club and we were pleased to be able to meet not only more local Company members but also Spencer Ferrier who had travelled from his home in Sydney to be with us again.

Day three held a combination of a visit to the Air Traffic Control Centre at Melbourne Airport with catching a flight to our last Australian destination, Adelaide. The Melbourne ATC Centre visit had been arranged by local member Liveryman Capt Michael Davidson and was hosted by Terry Fulton of Air Services Australia. Terry was a most enthusiastic host and devoted a large part of his morning to show us around. A brand-new ATC centre is under construction by Thales next door to the existing one, and will have many innovative features including air conditioning in which the air enters the building at floor level and is extracted through the ceiling in order to avoid draughts. The design of the new consoles is in a 'clover leaf' formation so that shift supervisors can monitor all the manned stations from a single central point. It is rumoured that the new facility will require over seven miles of Cat 7 computer cable, but I could not get confirmation of that. The final part of the visit was to the Air Traffic Control Tower which gave us a good view of the current runway layout. Melbourne often uses the 'Land and Hold Short' procedure on the main runway but there are plans to add one or possible two extra runways that would result in a 'hashtag' style of runway layout.

## ADELAIDE

Our flight to Adelaide was uneventful, and we were met by Freeman Roger Lang and Barbara Trappett who kindly drove us to the Naval, Military & Air Force Club. Barbara is also the National President of the Australian Women Pilots Association. This was our first time in Adelaide and what a lovely place it is! Originally designed by Colonel William Light, the centre is surrounded by beautiful parklands and the locals seem proud of the fact that the city was not started by criminals deported from the UK. We had asked for a free day after arrival in order to explore and on day two took a tram to the small coastal town of Glenelg where we had dinner whilst watching a beautiful sunset over the sea. Sorry, Melbourne, but I

think Adelaide is our new favourite Australian city now – well, equal favourite anyway!

On day three Barbara took us to the South Australia Museum where we met Rob and Colleen Moore. Colleen is a guide at the museum and gave us a fascinating tour of the artifacts housed there which are mainly of Aboriginal origin but did include a chunk of a very large meteorite. Later that day, Peter Docking collected us from the Club and took us to the local RAeS Branch lecture on Living and Sleeping in Space, which was fascinating, before we enjoyed dinner in a local pub.

For day four, Barbara again kindly collected us and took us to Flight Training Adelaide at Parafield Airport where we met Michael Wallis. Michael is the Business Development Manager and has been with FTA for many years. He gave us a comprehensive briefing before giving us a guided tour of the facilities and finally hosted us to lunch. The FTA campus is extensive and houses airline students from many countries. FTA uses a comprehensive fleet of Diamond DA40s and DA42s with a couple of Mudry CAP 10s for teaching recovery from unusual attitudes, for which students wear parachutes. FTA is an extremely impressive organisation and Michael is particularly noteworthy for both his long-term foresight and, more importantly, his care and consideration of the students at



*With Michael Wallis and Barbara Trappett at FTA*

the academy.

The afternoon visit was to the South Australian Aviation Museum where we were hosted by Upper Freeman Steve Nelson, who gave us a personal tour of the exhibits before we headed back to the Club to prepare for the Adelaide annual black-tie regional dinner also held at the Club.

Day four involved the famous (or infamous) annual spot landing competition held at Aldinga Airfield. I had already notified the local membership in my speech the night before that they had little to fear from me as I had not flown any aircraft since 2010, nor a light aircraft since about 1980! I always feel it's better to get one's excuses

in early! However, as luck would have it, the weather intervened with rain showers and a reported pronounced windshear at circuit height. At least I could relax and enjoy the barbecue instead. On the way back to the Club, a number of us called into the Woodstock Winery for a wine-tasting and looking at the wildlife in its wildlife sanctuary. The evening was free prior to our departure for New Zealand the following morning.

## **NEW ZEALAND**

The next morning Barbara Trappett again drove us to the airport for our flight to New Zealand. The Air New Zealand flight to Auckland takes about 4¼h but is direct, so avoids having to route via Melbourne or Sydney. We were met on arrival by Regional Chairman Liveryman Capt Allan Boyce with his wife Lyn, together with Liveryman Capt Michael Zaytsoff. We had opted to stop overnight in Auckland before proceeding the next morning to the capital Wellington via Air New Zealand and accompanied by Liveryman Capt Barry Mitchell.



*Scary "wildlife" at Wellington Airport*

## **WELLINGTON**

Wellington city is built on the side of a beautiful natural harbour surrounded by hills, although the wildlife in the airport terminal can be pretty scary! Having worked for TUI in the UK for many years, I was able to listen to the song of the Tui bird, walk down Tui Street and drink Tui beer – only in New Zealand!



*Low-level flying on the Wellington cable car*

On day one, after checking in to the Wellington Club and a light lunch, we met with Freeman Leslie Brown. Leslie is 'our man in Wellington' and together we walked to meet David Harrison who is the Deputy Chief Executive Aviation Safety with the New Zealand Civil Aviation Authority. We had a good meeting and raised a concern that had been highlighted by Mike Zaytsoff. Mike had done some research about the consequences of partial engine failure on take-off for light aircraft. Statistically, many more fatalities result from partial engine failure than from a total engine failure on take-off. The main reason appears to be that total engine failure is regularly taught and practiced whereas partial power loss is not. Some jurisdictions now require partial power loss to be part of the PPL syllabus, but New Zealand does not. David Harrison did not envisage an early legislative window when the law in New Zealand could be changed, but did agree that an education campaign amongst flying training organisations would be beneficial.

That evening the New Zealand Region hosted a cocktail party at the Wellington Club which included not only David Harrison but also AVM Andrew Clarke, Chief of

the Royal New Zealand Air Force, and Jane Mears who is a Commissioner of the Transport Accident Investigation Commission plus many others.

Day two saw two further meetings, the first of which was with AVM Clarke,. New Zealand Government policy for many years has been that the South Pacific area is stable and consequently poses no threat to New Zealand; therefore all fighter aircraft have been retired from service and not replaced. The RNZAF seems to be suffering the same as civil aviation with difficulty in attracting the brightest and best candidates for flying training.

Our second meeting was with Martin Sawyers, the Chief Executive of the Transport Accident Investigation Commission. Martin was very interested in being in contact with our DAA Nick Goodwyn, as he could see good value in maintaining a dialogue with an apolitical organisation which has the breadth and depth of expertise which we possess in the International Technical Forum. That evening, Eileen and I took the cable-car up to the top station by the Botanical Gardens, which offered stunning views over the city and harbour.

## AUCKLAND

Day three saw us position back to Auckland with Air New Zealand and our final accommodation at the Northern Club. The evening was taken up at the Museum of Transport and Technology (MOTAT) in its Sir Keith Park Aviation Hall which contains many stunning exhibits, including a Short Solent Flying Boat, which I had never seen before, plus an Avro Lancaster bomber and many others, all in excellent display condition. The evening lecture was to be given by Capt Ian Sloan on carrier operations, mainly with the BAe Sea Harrier as a Lieutenant Commander in the UK Navy, but flying other types as well on secondment to the French Navy. I was



*Auckland's impressive waterfront*

delighted to be asked to give a short speech in praise of Keith Park and the museum volunteers before the main event.

Day four was the appointed time for the New Zealand Regional black-tie dinner in the evening. I was asked to present an award to Sqn Ldr Chris Ross RNZAF. The award is a sword originally donated by Robert Pooley to the RNZAF but each year it likes us to re-present it to the



*Sqn Ldr Chris Ross receives the RNZAF Sword*

latest officer to win the award.

Day five saw an invitation from Mike Zaytsoff to take a cockpit jump-seat ride on his Air New Zealand De Havilland Dash-8 from Auckland to Whangārei and back. This might seem odd, given that most non-operational jump-seat riding is not allowed now, but the special circumstances are that there is no security screening of passengers on the internal Air New Zealand turboprop operation. Thus, travelling on the jump-seat is allowed under the company rules subject to prior authorisation. Whangārei is a beautiful, but rather small airport, surrounded by high terrain, so requires a curving approach. I am indebted to Mike Zaytsoff for arranging this for me. This was the end of our 'official' visit to New Zealand, but we had arranged to stay on for a couple of



*The hill-surrounded approach to Whangārei*



*Relaxation at last – the beach at Onetangi*

extra days, partly to do some sightseeing but mainly to take advantage of the lower air fares offered if we flew back to the UK on a Sunday.

Day six was a Saturday and we had been recommended to visit Waiheke Island. This involved a 45min ferry ride from Auckland. The ferry company sells a combined ticket which allows customers to use the Hop-on Hop-off Explorer Bus service around the island. Originally used for rearing sheep, Waiheke now has several famous vineyards and a beautiful north-facing beach at Onetangi where we spent a good part of the day.

Sunday was the day set for our return. We spent a few hours strolling around town and doing some last-minute shopping before final packing and heading for the airport for our departure at 21:15. It always somewhat bizarre in a country with clear blue skies and the daytime temperature in the mid-20sC to see a fully dressed Santa Claus and decorated Christmas trees. The Emirates flight to Dubai takes just over 17h and, after the usual 3h change of aircraft, we were heading to our destination at Stansted seven hours later, and temperatures barely above freezing. The 13h time-zone difference over a period of 27h can play havoc with your body clock, but the experience of this first Master's Tour 'Down Under' for three years makes up for any mild inconvenience in trying to sleep back in the UK.

There are just so many people who have gone above and beyond in making this a most enjoyable tour for Eileen and me. Both Rob Dicker and John Howie were closely involved in helping to plan the various stages of the tour, as was Liveryman Dr Paul Dare. Paul is the Chairman of the South Australia Working Group and was responsible behind the scenes for most of the organisation of our visit to Adelaide. Thank you, John, Paul, Rob and everyone else mentioned above: you were all brilliant! Eileen and I sincerely hope we can repay the hospitality if any of you come to visit London. One postscript is that recently we heard the news that Barbara Trappett and Roger Lang had both been offered the Livery, so warmest congratulations to you both! □

# SCHOLARS TAKE FLIGHT

As recorded in the News pages, the 2022 PPL and Flying Instructor Scholarships were formally presented at a ceremony at Cutlers' Hall after the November Court Meeting. Here the Scholarship winners recount their adventures and achievements in pursuing their training funded by the Company.

## PPL SCHOLARSHIPS



### JACOB NELSON

#### Richard Breakspear Scholarship

My summer was spent at Blackbushe Aviation working towards completing my PPL. On reflection it was a great summer; without doubt challenging at times but ultimately very rewarding now I have passed my skill

test. My first lesson was in the middle of July and I was soon into the swing of it, developing the basic skills to go solo. After 11h or so I was ready to go solo, the first milestone of the course!

Now my instructors trusted me in the circuit (just about!) it was time to begin navigating. This was great fun, tricky at times but very satisfying when it went well. After two dual and two solo land-aways it was time to tackle the QXC. The QXC is a big day and the moment I realised this is what flying's all about! Once the QXC is out the way and your exams are passed, it's all about the skill test. After a couple of revision flights, it was time to tackle the skill test. On the day it was nerve-racking to say the least, but ultimately you know everything you need to do and after two hours or so I had passed!

I would like to thank Blackbushe Aviation for hosting me at their school for the scholarship and the instructors who equipped me with the skills to compete the course. Thank you also to Devon and Somerset Flight Training who were my sponsor for the scholarship.

### BRADLEY HILDRETH

#### Grayburn Scholarship

I was completely overwhelmed when I was offered the Grayburn Scholarship; I could think of nothing better than the possibility of flying all summer and working towards a PPL. I chose to complete my PPL at Redhill



Aviation Flight Centre, located at Redhill Aerodrome, whose tuition and professionalism were outstanding. On my first flight I was reminded that I was pursuing my best career.

My flying training started with familiarisation and general handling. This led nicely into solo flight and the truly great feeling that it gives me! I then covered navigation routes with many fascinating views of South-East England, progressing to solo navigation. During a solo navigation flight, and one I will never forget, I came across two Spitfires which gave me a personal formation fly past!

The next step saw me working towards solo cross-country flying with 'land-aways', and on my way to Earls Colne I flew over the Thames. After a short break I continued to Lydd passing through Southend airspace and the final leg was from Lydd back up to Redhill.

It is true that time really does fly when you're having fun - I soon had my Skill Test booked, and had passed; I was actually a pilot - another memorable day!

The journey through the scholarship was challenging at times but genuinely the best time of my life so far and I will always remember the summer of 2022. I would like to thank everyone at the Honourable Company of Air Pilots, Past Master, Michael Grayburn and Redhill Aviation for making this possible.

### ELISE HAMMOND

#### Air BP Sterling PPL Scholarship

In April 2022, I was incredibly fortunate to be awarded the Air BP Stirling Scholarship by The Honourable Company of Air Pilots.

As I already had 12h of flying experience from a previous scholarship with the Air Cadets, the first few hours of training were focused on getting to know the local training area and the Cessna 152. After a few hours in the circuit, I was ready to go solo! Being in sole control of an aircraft for the first time was really exciting but also terrifying! After some solo consolidation, I began the navigation part of the training; this added an extra layer of complexity to the flying. My



qualifying cross country was my favourite part of the PPL training: they were a challenging few flights, My route took me from Blackbushe to Turweston to Lee-On-Solent and then back to Blackbushe – taking in the incredible views of the Chiltern Hills, south coast and South Downs National Park.

With the PPL Skill Test finished, I had over 45h of flying time, so with the theory exams and my RT practical exam completed I was very relieved when my examiner told me I had achieved my PPL!

I would like to take this opportunity to thank Air BP and The Honourable Company of Air Pilots for affording me such an incredible opportunity and helping me to take the first step towards becoming a commercial pilot. I would also like to thank everyone at Blackbushe Aviation for their support and brilliant instruction over the last few months!



**PHOEBE  
BUCKLEY**  
**BALPA Flying  
Scholarship**

What an incredible summer 2022 has been! I cannot believe I can now say I am a qualified powered pilot. Over these past three months, I've learned to love the Cessna

150/152 and learnt that I really do feel at home in the sky.

Although I've been a glider pilot since the age of 12 at the Wolds Gliding Club, I only recently started to gain experience in powered aircraft when I completed the Air Cadet Pilot Scheme on the Aquila A211 in December 2021. Being sponsored by BALPA to complete my PPL was a dream come true, and I am so grateful for all the support I have received.

My favourite part had to be completing my qualifying cross country (Beverley-Nottingham-Sherburn-Beverley) during which I saw a Boeing 737 taxiing along the runway at Doncaster Sheffield as I flew abeam the Airport. The huge sense of achievement having completed a solo navigation flight of over 150nm with two land-aways meant I could not stop smiling after landing back at Beverley! That was a feeling I will never forget.

I can't wait to introduce my family and friends to the

world of aviation as well as travel to new places, help at gliding clubs, and progress further. Gaining my PPL is only the beginning of my flying aspirations, as I start working towards my ATPL and BSc (Hons) in Aviation at Tayside Aviation in the New Year.

**ROBERT HARRIS**  
**Air Pilots Trust (Sir  
Sefton Brancker)  
Scholarship**

The first time I was taken up in a light aircraft was in a Grob Tutor from RAF Leeming. When I landed, I couldn't put into words how amazing it was. As

Leonardo da Vinci once said: "Once you have tasted flight, you will forever walk the earth with your eyes turned skyward. For there you have been, and there you will always long to return."

I joined the Air Cadets whilst in school and applied for various scholarships along the way. In April 2021 I was awarded a PPL scholarship with the Honourable Company of Air Pilots. The next thing I knew I was sat in a Piper PA28 at Teesside International Airport gazing down Runway 23. When I started my PPL training in late July, I would never have thought that only a few months later I would be sitting next to my examiner who, later that day, told me I had passed my skill test!

I cannot quite believe I am now a qualified private pilot. A massive thank you to everyone at the Honourable Company of Air Pilots who made this amazing opportunity happen and to The Air Pilots Trust for sponsoring me. This has been a summer I will never forget.

**TILLY WATTS**  
**The APBF Flying Scholarship**



It seems so surreal to be writing this as a qualified pilot with my PPL training behind me: what a fantastic summer

it has been! I had already completed 30h through the Air Cadet Pilot Scheme (leading to my first solo) in 2019 and my own funding since July 2021. I had been slowly progressing through the syllabus and had reached my first solo navigation flight but had been held back by cost. After the application process earlier in 2022, I was absolutely over the moon to find out that I had been successful. I completed my scholarship at Blackpool, which meant I got used to a huge runway with ATC. This made my QXC airfields of Sleaf and Caernarfon more of a challenge, as I had to adapt to the narrower runways and air-ground communications. Completing my QXC was a great feeling, and was the point that I really felt more confident flying the aircraft. When the day of my skill test arrived, I felt strangely calm and ready to demonstrate what I'd learnt. Passing my skill test was an incredible feeling, and my proudest achievement to date!

My future ambitions involve hour-building initially, before gaining an ATPL and working towards my ultimate goal of becoming a civilian test pilot in the long term. Before then, I plan to continue working as a Human Factors Engineer on Project Tempest to both build my knowledge and fund my flying. A huge thank you to the Honourable Company of Air Pilots - what a brilliant experience this has been!



**GRACE KRIGAN**  
**Wigley (BALPA) PPL**  
**Scholarship**

The summer of 2022 has definitely been one I'll remember for a very long time. It seems surreal that I'm actually a fully qualified private pilot! I must start with a massive thank you to not only the BALPA Benevolent Fund for

sponsoring me but also to the Honourable Company of Air Pilots for all its help. I'm extremely grateful to have been given this wonderful opportunity which otherwise would not have been possible – thank you!

I'm very thankful for the brilliant POM Flying Club at Humberside Airport. The instructors (notably Neil McKenzie and Dave Edwards) and club owner (Chris Dale) have been excellent from day one. Although I thoroughly enjoyed all of my training, my two favourite flights were my first solo and the solo QXC. I never thought I'd be able to fly an aircraft on my own, let alone happily navigate a 150nm round trip with 2 land-aways. The week after my QXC, I passed the skills test. I thought

I'd find it nerve-wracking but as soon as my examiner and I took off, I felt completely at ease and more than ready to be tested on everything I'd learned throughout flight training.

Learning to fly has been an unforgettable experience and one I'll forever be grateful for. With this licence in hand, I'm excited to explore the world of general aviation as well as hopefully start working towards a Frozen ATPL next year.

**WILL COOPER**

**Lane-Burselem**  
**(BALPA BF) PPL**  
**Scholarship**

My training with Alex Air at Aberdeen airport started in early June. It was great to fly out of a busy airport with lots of helicopter traffic, and to be thrown in at the deep end with R/T being in controlled airspace. I did my circuit training



at Perth Airport and Longside airfield where I was sent on my first powered solo. I did further circuits at a range of airfields, most notably Dornoch, which is a small grass airfield beside the Tain range.

In July I moved onto solo navigation which was my favourite part of the course. The thrill you get when you've just flown 150nm solo is unbeatable. I even had the opportunity at the end of a radio navigation exercise to fly to the former Montrose Air station (aka Montrose football fields) and experience my first fly in.

This summer has been extraordinary. I have had the chance to fly into eight different airfields during my PPL and gain lots of different flying experience. Although it was very busy at times, every moment was brilliant. I have been able to achieve a dream that I never thought would be possible, with the help of the Honourable Company of Air Pilots, the BALPA Benevolent Fund and my instructor Alex Guild.

**ZAK WOLFSON**

**Cadogan Scholarship**

Looking through an old photo album recently, I stumbled across a picture my parents took of me at three years old, watching the planes at Elstree Aerodrome. Since then, I have regularly visited the airfield on a



Sunday afternoon, but never for a minute did I ever think I'd end up being one of those pilots who waved back!

I was absolutely delighted to make it through to the interview stage, having been previously unsuccessful. I was overjoyed to hear the following week that I'd been selected as one of the scholars for 2022: my dream of a PPL was finally becoming a reality!

After my last university exam, I went straight into studying for the theory exams. Before I knew it, I was sent solo for the first time, a completely unforgettable experience that will stay with me forever! Thankfully, the weather stayed dry almost the entire summer, meaning that I could fly nearly every day. After completing all the theory and the radio examinations, I could look forward to really enjoying the solo navigation course. My qualifying cross-country took in Leicester and Duxford, and landing amongst all the historic aircraft there was truly incredible.

I owe a huge amount of gratitude to The Honourable Company of Air Pilots and the Cadogan Scholarship for giving me both the summer of a lifetime and the first step in what I hope will be a long and enjoyable career in the world of commercial aviation.

#### **MALEHA KHAN**

##### **Donaldson Scholarship**

I was fifteen when I decided I wanted to fly for a career, and I stubbornly made it my lifelong goal after watching the Red Arrows. Shortly after, I joined the Air Cadets and had my first ever light aircraft flight in a Grob Tutor.



I even changed my university plans to study Spacecraft Engineering instead of Medicine and joined Southampton University Air Squadron, Royal Air Force.

I spent four years in this squadron and was promoted to the top of the chain of command as an Acting Pilot Officer as Senior Student. Being the Senior Student for the longest period in UAS history, has not only been my greatest challenge yet, but it has prepared me for an aviation career in every aspect of dedication, leadership, teamwork and confidence.

After being selected for the much-renowned Honourable Company of Air Pilots Scholarship, I was given a chance to see my dream through and the news brought tears to my eyes. I was even able to fly from my choice of school at Phoenix Aviation, Lee on Solent where I was familiar with the Piper PA-28 aircraft.

My greatest memories include being in the air with a Supermarine Spitfire, even when we were both

positioning for finals at the same time on my Skill Test! I'll never forget landing at Bournemouth International Airport with Ryanair following behind. I am now on the other side of an eight-year-long endeavour thanks to the Honourable Company of Air Pilots.

#### **FLYING INSTRUCTOR SCHOLARSHIPS**

##### **FRAZER CONWAY**

##### **Norman Motley Scholarship**

I had a fantastic (and challenging) summer completing the FI rating, having won the Norman Motley Flight Instructor



Scholarship awarded by the Honourable Company of Air Pilots. I'm very grateful to the Honourable Company, without whom this opportunity would not have been possible. The scholarships help people achieve goals that would otherwise be unachievable. I urge anybody considering applying to give it a go but be prepared to put your all in and work hard if you're successful. Secondly, thanks to Craig Padfield at Central Flight Training at Tatenhill. Craig's high standards have not only helped me to achieve the rating but have also improved my flying across the board. Thank you, Craig! I'm eagerly awaiting an influx of new students in the spring so I can start to help people achieve their PPL. One of the main things I took away from the course is to never expect a straightforward answer to your question from a Flight Instructor; they will almost always tell you to go and find the answer yourself and most likely give you another related problem to solve on top!



##### **SHUJAA IMRAN**

##### **The Swire Scholarship**

With the goal of becoming a Flight Instructor (FI) I applied to the Honourable Company of Air Pilot's Flight Instructor scholarship 2022, and was overjoyed when I received the selection call in May 2022.

I chose to do my Flight Instructor Training Course (FITC) at the Leicestershire Aero Club because of its strong reputation and ability to accommodate me on the weekends. The quality of instruction I received from the FITC instructors and general support from the team was very motivating

As a Flight Instructor, you need to make sure that the way of teaching is accurate and easy for a student to understand and apply, and that you choose each word to teach appropriately.

It was rapidly time for the final Assessment of Competence, which brings together everything you learnt during the course. After lots of finessing and practice, I completed my test with examiner John Pugh and thankfully passed with a few minor improvement points.

As I come to end of this post, I am starting a flight instructor role with Pilot Flight Training and Leading Edge Aviation based at Oxford Airport. I look forward to developing my flying even further with future students and other instructors, and giving back to the field I love so much.

I'd like to thank the amazing team at The Honourable Company of Air Pilots, without whose scholarship and support, none of this would have been possible. I'd also like to thank all my flying instructors and colleagues



for their support and knowledge throughout the course.

### **MARK GREENWOOD**

#### **Dorothy Saul-Pooley Scholarship**

When I started out on my flying career I never, for one moment, thought that I

would ever become a flying instructor. But as time passed and I was becoming more experienced, adding more ratings, it finally dawned on me that I should give it some thought. However, with all of my training being self-funded, up to CPL/IR level, and as with everything else in aviation, it seemed rather expensive to get the FI rating.

I was now at the point, some five years after getting my PPL, that I felt that I wanted to be able to give something back and pass on some of the knowledge I had gained to new and aspiring pilots. I was made aware of the Honourable Company of Air Pilots' FI Scholarships, and I had to give it a try. I got through all the initial stages and got to interview. I was so honoured just to get to that stage but now I really needed to study.

It seemed like weeks before I heard back, but I was finally given the amazing news that I was being awarded the Dorothy Pooley FI Scholarship.

I completed my FI rating at White Waltham with Caroline Smith and Les O'Dea. I cannot give them enough credit for getting me through the course. I highly recommend them for any future FI winners, or any other aspiring instructors. I am extremely grateful to the Honourable Company of Air Pilots for the chance to give something back and teach the next generation of pilots, thank you. □

## **APPLICATIONS**

Application forms are now available for PPL(A), FIC(A) and the Gliding Scholarships (all subject to availability in a given year), and members are urged to encourage young or budding pilots to apply via the Company website. Applicants should be made aware that interviews take place on the arranged date in April/May in London (in person) and training must take place in a UK training organisation. Training in each instance MUST be completed by the end of September in the year of award; candidates should be aware that this demands a very high level of commitment during the summer months and the Company will expect successful recipients to meet this commitment. Three types of scholarship are available:

### **FLIGHT INSTRUCTOR CERTIFICATE SCHOLARSHIPS**

The Flight Instructor Certificate Scholarship award covers all direct training and examination costs for the successful candidate as they achieve their Fixed Wing Flying Instructor Certificate.

## **PRIVATE PILOT LICENCE SCHOLARSHIPS**

These scholarships cover all aspects of training up to licence issue for a candidate who is prepared to dedicate a considerable part of the summer to gaining their PPL. Providing up to 45h of flying training, these scholarships can take a candidate with little or no experience to completion of their flying licence during the course of the summer; alternatively they can "finish off" someone who is already partially trained. Candidates must be 17 or over on 1 June of the year of application.

### **GLIDING SCHOLARSHIPS**

These scholarships are residential and are offered to people over the age of 16. The successful candidates will have the opportunity to fly on a one-week residential course at a youth approved British Gliding Association centre. This course could take a candidate to first solo.

Candidates should be aware that scholarship funding does not cover costs of travel for interview or training nor (with the exception of gliding scholarships) accommodation. □



# ONTO THE HONOURS BOARD

*Three Members of the Company were awarded Honours in the UK New Year's Honours List:*



**Upper Freeman Lt Cdr Tony Eagles AFC RN**, lately helicopter policy specialist, CAA, was awarded the MBE for services to aviation safety. Tony, who was as a Helicopter pilot and instructor with the Royal Navy for 34 years before becoming a Flight Operations Policy Specialist with the

Civil Aviation Authority (CAA), was recognised for his outstanding contribution to aviation safety across the national and international civil aviation sector.

"It's a real honour to be recognised for my part in many years work to improve the operational safety standards of all aspects of civil aviation," says Tony.

Tony retired in 2022 after a distinguished career in aviation of over 50 years. Within the CAA, Tony's responsibilities included setting policy for helicopter and air operations, offshore helicopter safety and managing General Aviation flight operations policy until the formation of the GA Unit. He was heavily involved with developing operational requirements with the JAA, EASA and ICAO, and chaired several EASA rule-making groups whilst also supporting many others.

Tony served as the Air Accident Investigation Advisor with the Royal Navy and the maritime helicopter specialist with the Defence Aviation Safety Centre, before joining the CAA in 2004. He was awarded the Air Force Cross in 1978 for the rescue of 12 of the 33 crew from the oil rig Orion that ran aground on Guernsey in severe storm force winds.

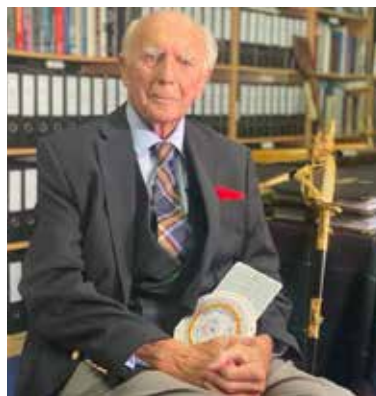


**Liveryman Stephen Slater**, Director & CEO, Light Aircraft Association, was awarded the MBE for services to diversity in the aviation industry, reflecting his work with everything from vintage aviation to the latest eVTOL types, as well as his support

of organisations such as the British Women Pilots' Association and Aerobility, and developing LAA initiatives to encourage young peoples' interest in flying.

These include working with LAA Struts and member clubs to develop young peoples' aviation adventure days, build-a-plane projects, aviation art competitions at air shows and also expanding the LAA's Armstrong Isaacs Bursary scheme to support more young student pilots from all backgrounds in achieving their flying goals. In addition, Stephen co-authored the book *An Airfield Adventure* for 7- to 11-year-olds, to explain what goes on at small airfields.

Stephen says: "It is a huge honour personally, but much more importantly it reflects the efforts of so many volunteers in the LAA who, like me, get so much pleasure of being part of our team, passing on our message of Flying for Fun, to future generations, from all walks of life".



**Past Master Robert Pooley MBE** has been awarded the LVO (Lieutenant of the Royal Victorian Order) for services to the Royal Household by HM The King. After fifty years creating and promoting his eponymous flight

equipment business worldwide, Robert handed over that business to his son, Sebastian, and at the age of 70 started Pooley Sword in 2005. The aim was to fill the gap created by Wilkinsons closing down their sword making division and he set about learning the intricacies of sword making and developing the right contacts.

He quickly gained the confidence of the Armed Forces throughout the UK and the Commonwealth, supplying precision crafted individually personalised ceremonial swords to graduating cadets of all the services as well as donating the Swords of Honour to the military colleges. In addition, the skilled craftsmen at Pooley Sword refurbish British military swords, including historic swords dating back as far as the 16th century.

This richly deserved award celebrates Robert's enterprise and tenacity at a time of life when most would be long since retired, and follows closely on his recent award of the Air Pilots Sword of Honour for lifetime services to general aviation (an irony which was not lost on him or the family, since he was the original donor of the sword to the Company in 1972!) □