



February 2024 ISSUE 61

AIR PILOT



INSIDE
MASTER'S TOUR PART 2
SEEKING TRUE NORTH
MARKING NZ CRASH





THE HONOURABLE COMPANY OF AIR PILOTS incorporating Air Navigators

PATRON:

His Majesty The King

MASTER:

Capt Jonathan P Legat

CLERK:

Paul J Tacon BA FCIS

Incorporated by Royal Charter.
A Livery Company of the City of London.

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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.

FEBRUARY 2024

13 th	APFC talk: PM Rick Peacock-Edwards	Zoom
15 th	GP&F	APH

MARCH 2024

7 th	GP&F	APH
7 th	Court	Cutlers' Hall
11 th	AGM	Merchant Taylors' Hall
12 th	APFC Talk: Dacre Watson	Zoom
13 th	Company visit	NATS Swanwick
21 st	APT/AST	APH

APRIL 2024

9 th	ACEC	APH
11 th	GP&F	APH
24 th	Luncheon Club	RAF Club
24 th	Cobham Lecture	RAF Club
30 th	APBF	APH

FURTHER COMPANY VISITS FOR 2024

Others will be added later as they are arranged

Wed 8th May – London's Air Ambulance

Fri 10th May – Middle Wallop

Sat 15th June – Tower of London – Gun Salute

Sun 30th June – Brooklands – Master's Garden Party

Wed 10th July – JMW Turner's House

Wed 17th July – Tower of London – Keys Ceremony

Wed 6th November – NATS Swanwick

Cover photos: Bell Boeing MV-22 operating on HMS *Prince of Wales* (Royal Navy/Crown copyright); Air pilots gather at Aldinga airfield during the Master's Tour (via Rob Dicker)

Guidelines for submissions to Air Pilot

Please submit contributions as follows:

- Text in word document, including your name below the title of the piece;
- Photos as separate attachments, not embedded in emails;
- 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.



A MESSAGE FROM YOUR EDITOR...



The full details of the circumstances which led to a Japan Airlines Airbus A350 colliding with a Japan Coastguard de Havilland Dash-8 on the runway at Tokyo Haneda Airport on 2nd January will, of course, emerge in due course with the full accident report. What has already

emerged, however, is that the Dash-8 had apparently entered the runway without having received clearance to do so. Such runway incursions are not, alas, rare. In February last year, for instance, an accident was avoided at Boston by pure luck, when a Learjet took off without clearance and missed colliding with a JetBlue Embraer E-190 landing on an intersecting runway by seconds.

In the latter case, all the facts are known from the now-completed accident investigation. The 23-year-old, 2,000h pilot flying, having checked with him, accepted an assurance from his 63-year-old, 22,000h commander flying as pilot monitoring that they had clearance when, in fact, all that they had received (and acknowledged) was an instruction to line up and hold.

Because the intersection of the two runways was close to the thresholds of both, by the time the controller had been alerted by Boston's automated controller alerting system ASDE-X and ordered the Embraer to go around, the Learjet had already crossed in front of it.

A lucky combination of factors saw all 397 passengers and crew survive the Haneda accident and subsequent destruction of the aircraft (though, alas, not five of the six crew of the smaller Dash-8), and at Boston neither aircraft nor occupants were injured, but those are not statistically likely outcomes.

There are already optimum prevention procedures in use at some airports, but not all, and technologies available which could substantially reduce the likelihood of incursions occurring in the first place, by alerting pilots and ground service vehicle drivers of collision risks, but they are expensive and still require effective and prompt human responses – not guaranteed. Given that human performance lies at the heart of the runway incursion problem, perhaps we must wait for fully automated ATC, pilotless aircraft and driverless vehicles to solve it...

The recently issued (first) ICAO-approved Global Action Plan for the Prevention of Runway Incursions [GAPPRI], incorporating extensive input from Assistant Ed Pooley (as does this article) on behalf of the Company, brings a timely focus on the issue, but needs acting on. The industry has, by chance, avoided a couple of Tenerife-style disasters, but cannot – and should not – rely on that luck holding in the future.

Allan Winn - Editor

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NEWS ROUNDUP



AFFILIATED UNIT REPORT: HMS PRINCE OF WALES

By PM Tudor Owen

HMS *Prince of Wales*, Britain's biggest warship, has recently conducted intensive sea and air trials off the eastern seaboard of the United States, expanding the operating capabilities of *Queen Elizabeth* Class carriers and the 5th generation Lockheed Martin F-35 Lightning Joint Strike Fighter. Seamless interoperability between the Royal Navy, US Marine Corps and US Navy was at the core of the exercise, Westlant 23.

"It was an excellent deployment, with a huge variety of aircraft", says Cdr Martin Russell who, as Commander Air, was in charge of aerial operations. "We had real excitement on the deck, doing things that have never been done before with an F-35."

ROLLING VERTICAL LANDINGS

American F-35s conducted shipborne rolling vertical landings (SRVL) on *Prince of Wales*. Until now, F-35s have recovered vertically, coming to a hover alongside the carrier and then manoeuvring sideways and lowering onto the deck. [Some Air Pilots were fortunate to observe the same recovery procedure being used by BAe Harrier pilots from IV Squadron (another affiliated unit) whilst embarked in HMS *Illustrious*, one of the Company's previous affiliated ships].

In an SRVL, the F-35 approaches the carrier at speed from behind and then, using thrust from the aircraft's nozzle, touches down and comes gently to a stop directly onto the flight deck. An advantage of the SRVL is that the F-35B is able to land with more weight in fuel or weapons than is permissible for a vertical landing, and so be turned around faster, enabling the ship to launch more strike missions.



The F-35, fully armed in "Beast" mode (All pics Royal Navy/Crown copyright)

INTEGRATED TEST FORCE

A F-35 test pilot from the Patuxent River ("Pax River") F-35 Integrated Test Force, performed the first night SRVL aboard *Prince of Wales*.

The development trials included operating the F-35 in what has become known as 'Beast Mode' – taking off with maximum weight in weapons (including 22,000lb/9.98t of air-to-air and air-to-ground missiles) and fuel in order to exploit the capability once airborne. The data yielded by SRVL, night SRVL and heavy load trials will influence future operational clearances for the F-35B to take off and land

heavier, and to operate in higher sea states.

In between extensive trials with F-35B Lightnings, the air department squeezed every minute of its time to make use of the enormous flight deck. "Having three Bell Boeing MV-22 Ospreys from the US Presidential Squadron was a real highlight", says Cdr Russell, "as well as being able to support the US Marine Corps by opening the deck for all their aircraft."

UNMANNED OPERATIONS

Other aircraft included the Bell AH-1Z Viper and UH-1Y Venom, Sikorsky CH-53E Super Stallion, Eurocopter MH-65E Dolphin (US Coast Guard) and the experimental General Atomics Mojave – the largest unmanned aircraft ever launched from a Royal Navy carrier. The long-range Mojave weighs over 1.5t when fully loaded and has a wingspan 6m wider than the F-35B.



The Mojave is the largest UAV to have been deployed on a RN carrier

"During a deployment centred around experimentation and expanding the envelope of the *Queen Elizabeth* class, this was one of the highlights", says Cdr Russell. "The capability to enable such a large Remotely Piloted Air System to operate from the deck during this trial felt like a glimpse into the future of these ships."

Captain Richard Hewitt, *Prince of Wales*' Commanding Officer, says the deployment was hugely successful: "During the past 3½ months we have pushed the boundaries of naval aviation, worked hand-in-hand with our US partners and ensured the continued advancement of *Queen Elizabeth* Class aviation. We delivered everything we were tasked to deliver and, in some areas, exceeded what we were expected to deliver," he says.

NEXT STEPS FOR PRINCE OF WALES

Prince of Wales will take over as the Royal Navy's flagship and on-call strike carrier while *Queen Elizabeth* has some downtime and maintenance, and will be deploying to the Indo-Pacific region to lead a Carrier Strike Group in 2025.

New Commanding Officer Capt Will Blackett, who assumed command in January this year, says: It is a huge privilege to assume command of this incredible ship and her fantastic crew. They have achieved a huge amount in the last year, and I look forward to continuing the building momentum towards high readiness and global operations." □

AFFILIATED UNIT NEWS

2FTS

The unit reports: "Notwithstanding some awful weather as we headed into Christmas, we are still on track to reach the goal of flying over 5,000 Air Cadets in FY2023/24, and have safely launched skywards over 4,300 to date. We are hoping that we will be able to exceed this figure in the next FY, but also build up the number of solo flying opportunities too, as a precursor to powered flying scholarships – the reason for this is that, historically, 92% of those who had gone solo in a glider, went on to go solo in a light aircraft, whereas only 52% managed to achieve solo standard when they came 'cold' to the training."

RED ARROWS

New furniture, toys and teddy bears have been purchased for two children's hospital wards in Lincoln after fundraising by Red Arrows personnel. Almost £2,200 was raised by the team's air and ground crews in aid of the United Lincolnshire Hospitals Charity. Much of the cash was generated through a sports and fitness challenge carried out by several members of the team, who tackled

1,000 hours of sports and fitness activities. The target time is equivalent to the number of hours all Red Arrows aircraft flew during the five-week training period, known as *Springhawk*. □



Liveryman Air Marshal Ian Gale, who was made a Companion of the Order of the Bath in the King's New Year's Honours list, says: "I was delighted and surprised to receive the news. As I approach my leaving date, it's made me reflect on so many experiences: triumphs, tragedies, successes and failures. But mostly an

honour to accept on behalf of all those who have helped, coached, encouraged and supported me over the last 30 years of Service; thank you to you all."

GAZETTE

APPROVED BY THE COURT 18 JANUARY 2024

ADMISSIONS

As Upper Freeman

John FOSTER
Scott Vincent MACLEOD
Guy Charles MALPAS (HK)
Andrew William MIEGEL (HK)
Mitchell Campbell PARKIN (AUS)
Wayne Robin PARSONS
Frederic Pierre Jacques PEPIN (HK)
Douglas Lawrence George SCOTT (AUS)
Lawrence Peter SCOTT (AUS)
George David YOUNG

As Freeman

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Christopher CHERRY
Richard Kyle Craig DALE
Christopher Martin OWEN
Scott Anthony PENDRY
Vincent Lawrence REHBEIN (AUS)
Anthony YARDLEY-JONES

As Associate

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Michael Stephen James FARLEY

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Samuel John LEES
Evan Thomas MEWETT (AUS)
Isiah Gabriel REIMER (AUS)
Preeti SAROA (AUS)
Mary Ellen Elizabeth STOKELY
Nicholas Aaron TILBURY (AUS)

ACKNOWLEDGED BY THE COURT 18 January 2024

REGRADING

To Livery

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Arne KRUMSVIK (OS)
Charles RANDALL

As Upper Freeman

John DEECKE (AUS)

As Freeman

Vladislav ZHELEZAROV (AUS)

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Alistair SHARP
Edward STURMER
Simon WALL
DECEASED
David ANTROBUS
David COCKBURN
Michael RICHES
Timothy WHITLAM





THE MASTER'S MESSAGE

By The Master, Capt Jonathan P Legat

If pride comes before a fall, then I had better fasten my seat belt, for I may be due quite a hard landing – but perhaps not, as I believe there should be a distinction between arrogant (or self) pride and humble pride. I think, and hope, I am guilty

of the latter because I am enormously proud of our Honourable Company, of the Court and of our members who have given me such superb support through my year as Master.

This time last year I told the Learned Clerk it was my intention to attend every event I possibly could, as I did not want to get to the end of the year regretting that I had missed something. At my installation somebody must have fired a starting gun because we were off. Dominique and I embarked on one of the busiest years of our lives; and what a year it has been, seemingly cruising at the speed of Concorde. Some events were 'business', some were social: all were opportunities to promote the good name of the Honourable Company, and all were enjoyable. Here are a few highlights:

- At the AGM after Robin said: "You have control". I immediately went off-piste to present him with his well-deserved Master Air Pilot's certificate. Two days later the first of several white-tie banquets was at Mansion House as guests of the Lord Mayor; the following day we were at St Paul's for the United Guilds Service and the next day the Young Aviators Dinner at the RAF Club;
- Progressing onwards, there was the RAF 105th anniversary service, and I was honoured to represent the Air Pilots at the Memorial service for Air Chief Marshal Sir Michael Knight, both at St Clement Danes; the Battle of Britain 83rd Anniversary service at Westminster Abbey and several Annual Receptions at RAF stations; dinner and an overnight stay on board HMS Prince of Wales, one of our affiliated units; and a dash back to London for the new Assistants' dinner at Cutlers' Hall. This was the first of several days in which I had more than one function to attend;
- The Master's Luncheon for Court members in Winchester and the Garden Party at Popham; the Coronation of our Patron, King Charles III, which like so many others I watched on television; and three days later the Buckingham Palace Garden Party at

which we chatted with His Royal Highness Prince Edward The Duke of Edinburgh;

- The elections at the Guildhall of the two new Sheriffs in June and the Lord Mayor in September; two Air Cadets' days; two lunches with the Judges and in December a Carol service all at the Old Bailey; and then our own magnificent Carol service at St Michael's, Cornhill;
- Our Livery Dinner with guest speaker Angela Stubblefield of the FAA and our Trophies and Awards Banquet with guest speaker Alderwoman and Sheriff Dame Susan Langley; presenting certificates to Gliding Scholarship winners in Derbyshire; the Livery weekend in Glasgow in June; and in September *Glasgow in London*; and the Battle of Britain 83rd Anniversary service in Westminster Abbey;
- More recently the Lord Mayor's white-tie dinner 'To Mark the Contribution of the City of London to their Majesties the King and Queen' with both of them in attendance; many interesting lectures, lunches and dinners with other Livery Companies, and many more already booked for January, February and March;
- Our Tour of North America in August, and of New Zealand, Australia and Hong Kong in November and our Company visits so well organised by David Curgenvin and his team: I think I managed to attend six, two with overnight stays.



I cannot finish without thanking Paul, Angie, Anna, Eloise and James in the Office for their support, and also IPM Robin Keegan who, after my early excursion, has done his best to keep me on piste. I should take this opportunity to wish Master Elect Richie and Gill a wonderful year.

Finally, my thanks to Dominique for her support and the enthusiasm with which she has organised her own events. I shall be eternally grateful to you, the Air Pilots, for putting your trust in me, and giving me this wonderful year: we have both enjoyed representing you enormously. □

REGIONAL REPORTS

Regional Report: Hong Kong Region



By Liveryman Valerie Stait, Chairman

We were absolutely delighted to have the Master and Mistress in Hong Kong us after a long four years of no Masters' visits. It's been even longer since the Master and I used to fly Boeings out of LHR to Hong Kong,

but that's a story for another time. Suffice to say that it is very fitting that Jonathan Legat is the Master the same year as I am Chair. I see his visit is a very positive sign, not just for the Air Pilots, but for the region as a whole.

The week started with high tea and stickies at the Hong Kong Aviation Club, with which we have a long affiliation. We were joined by a young couple aspiring to get into aviation. They had found us through social media and wanted to meet commercial pilots to understand more about a career in flying. For the evening's entertainment, we were lucky enough to be offered an Owner's box to watch the horse racing at Happy Valley. The Master and I did plan on buying a Cessna Citation with our winnings from our sure favourites, but unfortunately the racing didn't go quite that way and I only won enough for a taxi home. Next time!

CATHAY PACIFIC

The following day saw us behind the scenes at Cathay Pacific Airways, learning about the many aspects of organisational safety management including flight data analysis, cargo, crisis response and flight risk management. We took lunch with the Director of Flight Operations, followed by an hour in a Boeing 747-800 simulator. The tour ended with a visit to the Hong Kong Air Accident Investigation Authority. The evening was much more informal, with an event at a local pub where trainers and trainees could together and talk flying over a beer.

After a well-deserved lie-in, we had the opportunity to visit Air Traffic control alongside the Hong Kong Air Cadets. This included a visit to the terminal area control centre and the northern standby tower, with stunning views of the airfield. ATC were generous with their time, and we made a dash for the iconic Mandarin Oriental hotel for an evening of cocktails and live jazz at the Captain's bar.

The following day was our first formal dinner for three years. After such a long time, it was delightful to see everyone dressed up in black tie and miniatures, enjoying

good company over a drink or three. The Master took the opportunity during his speech to go into the historic roots of Livery companies and the provenance of the Air Pilots. By the time we finished our last stirrup cups, the lights were off and the staff had long gone home – the sign of a good evening!

HONG KONG OBSERVATORY

We spent the final day of the visit with our old friends at the Hong Kong Observatory. Following a very warm welcome, we were given a tour of its historic headquarters, set in protected tropical gardens – an oasis in the middle of the city. We learned about the outstanding work that it does and even had a chance to be a weather presenter at its television studios! Following a generous lunch, we headed to our second tower visit of the week, this time a rare glimpse of the main tower at Hong Kong International Airport. It was fascinating to see the operation close up and have the opportunity



Air Pilots join Air Cadets at Hong Kong ATC

to watch controllers working in real time. The whole floor below ATC is dedicated to the Observatory. Here, we were taken through its forecasting for aviation and walked the gantry that circles the outside of the tower, high above the airport, spreading out tentatively as we went, since the platform only holds the weight of one person in each section!

The week was a boost for the region on so many levels. It allowed us to renew affiliations with the aviation bodies and keep the Air Pilots on their radars. It also renewed our links with London and reminded us of what the Air Pilots is all about. Most of all, the week brought people together – members, non-members (some of whom turned into members!), future aviators and old friends. Thank you, Jonathan and Dominique, for a very memorable Master's visit. □





Regional report: North America

By Liveryman Jonathon Dugdale, Chairman

Airports are intentionally forging a path to a greener state as they evolve in their shape and influence, and are increasingly becoming more than places to hop on and off an airliner. They are evolving as drivers of business location and urban development based on air routes offering efficient connection to their customers, business people and time-sensitive suppliers and manufacturers.

Aviation plays a vital role in global transportation, but its environmental footprint is notable. The industry contributes substantially to greenhouse gas emissions, noise pollution and waste generation. Growing environmental awareness has sparked the creation of green and sustainable airports in recent times.

The Leadership In Energy and Environmental Design (LEED) is a green building certification programme implemented the world over. Developed by the non-profit US Green Building Council (USGBC), it includes a set of rating systems for the design, construction, operation, and maintenance of green buildings, homes, and communities, which aims to help building owners and operators be environmentally responsible and use resources efficiently. LEED has a long list of airport projects it has certified, primarily for new construction and existing building works. In September 2022 San Francisco International Airport (SFO) was the first in the world to achieve airport-wide Platinum certification (LEED's highest rating), under the Communities rating system, in addition to having multiple LEED certifications for new construction including the airport's two new AirTrain stations (Gold) and the Long-Term Parking Garage (Gold). LEED for Communities helps local leaders create and operate responsible, sustainable and specific plans for natural systems, energy, water, waste, transportation and many other factors that contribute to quality of life.

As the first airport in the world to have its entire campus certified LEED platinum, SFO's current sustainability priorities are:

- Interim Strategic Plan: under its Covid-19 Recovery to Resilience Framework, SFO aims to be the first airport in the world to achieve "triple zero": zero net energy, zero carbon and zero waste, and to provide healthy and safe environments for passengers and airport, airline and tenant employees;
- It is working to expand deliveries and infrastructure for Sustainable Aviation Fuel (SAF) and making widespread use of SAF a reality as a model for other airports, worldwide;
- The airport prioritises the health, well-being, and safety of passengers and employees and is committed to constructing buildings with improved natural and

artificial light, acoustics, thermal comfort, water, and indoor air and environmental quality.

SFO says that in fiscal 2022 (ending June 2022), it reduced greenhouse gas emissions by 35%; energy consumption by 15% and achieved 63.5% waste reduction and diversion. SFO's goal is to achieve Net Zero Carbon by 2030, an impressive 20 years ahead of the goal set by key stakeholders across the aviation industry including the Federal Aviation Administration (FAA), Airlines of America (A4A) and the Airports Council International (ACI).

Sustainable aviation fuel (SAF) is jet fuel made from renewable materials, such as waste biomass or food scraps, with emissions 80% lower than from



SFO is at the forefront of supplying biofuel

conventional jet fuel. For the past five years, SFO has been partnering with airlines and fuel suppliers to advance the use of SAF and is now the world leader in SAF deliveries with 10million USgal (36million litres) delivered in the fiscal 2022.

SFO claims to be a world leader in airport sustainability and is boldly driving a variety of initiatives that are keeping it true to its Mission: "Delivering an airport experience where people and our planet come first".

Green and eco-friendly airports are the very future of air travel. With increasing concern for the environment, airports must adopt sustainable practices to mitigate their impact on the environment. SFO is an excellent example of how an airport and its entire campus can work together with LEED to design, build and construct within the framework of an internationally recognised and applied green rating system.

For further information on SFO's LEED certification case study and its Climate Action Plan follow the links below.

For access the Case Study for San Francisco International Airport (SFO) – LEED Communities follow the link below and click on "Download":

<https://www.usgbc.org/resources/san-francisco-international-airport-sfo-california-case-study-leed-communities-existing>

For access to SFO's Climate Action Plan follow the link below:

www.flysfo.com/sites/default/files/2022-09/SFO_Climate_Action_Plan_FY21_final.pdf





The Air Pilots gather for the Circuit & Landing Skills Competition at Aldinga



Regional Report: Australia

By Liveryman Spencer Ferrier, Chairman

The Australian Region was energized by our Master, Capt Jonathan Legat and his charming wife Dominique during the traditional Master's tour of the Region. I have had the pleasure of meeting the Honourable Company's Masters over many years in my role as Chairman of our State Working Group and now as Chairman of the Australian Region. Capt Legat's company was particularly memorable indeed.



Winner of the Aldinga competition was Liveryman Rob Dicker, Immediate Past Chairman of the Australia Region

During the recent visit I was personally able to attend the formal dinners in both Brisbane and Adelaide, as well as events held in Sydney where, apart from the conviviality of enjoying the company of fellow Air Pilots, the principal object was to present awards to recipients within the Australian Region. It was particularly gratifying to see both the Derry and Richards Memorial Award and the Barry Marsden Memorial Award being presented to Australians this year.

In Canberra the Master was accompanied by our Director, Technical and Air Safety, Capt Brian Greeves on visits to the heads of all Federal departments concerned

with aviation, and they provided thought-provoking assessments of issues relevant to the Honourable Company's Australian and International flying operations to Federal Government officers. To quote Brian: "Thanks to our Secretary, Upper Freeman Peter Norford, the visits went off without a hitch and the visits by previous Masters meant that we were not only expected but were welcomed, as most of these senior officeholders already had a good knowledge of the Company and its aims. Nevertheless, the Master was able to provide the historical context and explain that, even though we are a "modern company", we embrace the 900 years of traditions. The Air Pilots, whilst acknowledging its proud ancestry, is a contemporary organisation with members from all sectors of aviation, who, between them, have a clear understanding of the today's issues. Uniquely, it also has five "Regions" including Australia, which is why there is an annual Master's visit. Jonathan's demeanour, and the international connections he has made as Master, meant that he was able to be conduit for the transfer of useful information, even amongst the departments and agencies in Canberra." Undoubtedly, the Master's annual visit to the Regions greatly facilitates our access to government agencies at the highest level and is, perhaps, the most significant aspect of the annual tour of the regions. □



Upper Freeman Capt Dave Holbourn receives his Fellowship of the Royal Aeronautical Society in Adelaide, one of the events attended by the Master during his Tour





REPORT: THE YOUNG AIR PILOTS

By Freeman Dominic Registe, Chairman

With the New Year firmly upon us, I hope the festive period provided some welcome respite and a suitable launch pad for the forthcoming year. Whilst tradition dictates that this is often a time to focus on the year ahead, as aviators, we are all too aware how important a reflective mindset is also, particularly when working towards challenging objectives. Given the dynamic nature of the industry, navigating barriers and ascertaining the most appropriate pathway can be an arduous process. In these moments, The Honourable Company of Air Pilots' renowned membership continues to be an industry asset, directly facilitating the transfer of experience, knowledge and impartial advice to ensure any future aviation-related decisions are informed.



The YAP Chairman addresses Air Cadets at Northolt

December afforded me the privileged position of being able to reinforce that position to the RAF Air Cadets, alongside promoting the Company's scholarship campaign. With respective Gliding and PPL scholarship windows both open at the time, it was a wonderful opportunity to provide an insight into the application process and highlight the unique flying options that are actively available beyond the umbrella of the RAFAC. To maximise outreach, a live and interactive stream was created for anyone within the Air Cadet Organisation to participate, and culminated with a question-and-answer session, attended by almost 350 Air Cadets and staff. With the stream recorded and readily viewable at any time by those within the ACO, the overall aim of raising awareness and supporting more young aviators into the air will continue to grow exponentially.

BACK TO THE ATC

Later that week, I was able to reiterate this message, this time in person at RAF Northolt – home to 14F (Northolt) Squadron ATC. With use of the Force Development Centre on base, I had the honour of being the Squadron's guest speaker for the evening and was also on hand to answer an enthusiastic number of questions

directed my way. With 14F Squadron being the very place where I began my own aviation journey, supporting the next generation of Air Cadets, and future aviators, was a particularly rewarding moment and one I certainly aim to continue in to the future.



Yuletide YAP!

The Young Air Pilots Christmas Get-Together proved to be the last social of 2023 and provided a predictably relaxed setting amidst what is typically a busy calendar period. Held this year at Willows on the Roof, on London's Oxford Street, the event's attendees ranged from long-serving YAP Committee members to newly-qualified PPL scholars and prospective members looking to join the Company. Socials such as these always prove to be a pleasure and very much exhibit the countless benefits of Company life in the most subtle of ways.

The Young Air Pilots marquee social event of 2024 will be the Young Aviators Dinner, to be held at the RAF Club on Saturday 16th March. With this forecast to be the pre-eminent young aviators event in Europe next year, do please secure your tickets in good time, as it would be wonderful to see you there.

This February issue of *Air Pilot* also represents the opportune moment to remind all members of our upcoming pilot aptitude testing days, which will be conducted on 22nd February & 28th March 2024, at Air Pilots House. The day is open to all members and non-members who are thinking about embarking on a career in aviation, so do please feel free to pass on the information to anyone who you deem would be of benefit. Managed by a team of experienced aviation professionals and recruiters, the day is also very much open to those with licenses wishing to prepare for upcoming selection and assessment days for which, naturally, your day at Air Pilots house would be tailored to suit. For more information or to enrol, please contact office@airpilots.org. □



YOUTH IN AVIATION – THE FIFTH EVENT

By Liveryman Alasdair Beaton

We were not put off by the weather forecast on Tuesday 24th October, when we succeeded in flying another 12 young c, this time from Reading, with The West London Aero Club, at the Air Pilots Flying Club's home airfield at White Waltham.

Most importantly, our White Waltham event was the fifth and last in the present series, a scheme which began, pre-Covid-19, in August 2021, up at Inverness, Dalcross. This episode marked the successful achievement of the Company's Youth in Aviation project, a concept to provide young people with an opportunity they might otherwise never have, namely the chance to enjoy a flying experience. In all, our Youth in Aviation Project has now given 60 young carers from Inverness, Leeds, Bristol, Cambridge and lastly, Reading, a thrill of flying – an experience which, without exception, they have all enjoyed and really appreciated.

Perhaps not so obvious is the confidence-building effect that taking part has been to several individuals on each of the five events. Several young boys and girls were quite frightened at the prospect of going flying, but even those who were anxious all returned with an increased self-confidence. Most importantly, that lesson in tackling a self-confidence restriction can be taken as a personal lesson on how to approach similar tests and challenges in their future lives. For those young people alone, our flying opportunity programme has been a notably worthwhile achievement.



Thrilled and newly confident: the 12 young carers at White Waltham

Dawned the day at White Waltham, the initial expectation was no better than a 50/50 chance of going flying. By deliberately booking the midday slots, we were ultimately rewarded with excellent flying conditions. This time the West London Aero Club's Piper PA-28s were used. With one pilot and three young carer passengers on each of four sorties, another 12 youngsters enjoyed their flying



The young carers meet the world's only two-seat Hurricane

experience. One particularly under-confident young girl was deliberately given the front seat: taking the chance of flying the aircraft herself proved to be a tremendous boost to her self-confidence.

Comments from our young carers included: "My Mum told me to go; I was hesitant, but I am glad I came along as this was an amazing experience". Another said: "I had the chance to fly the aeroplane – really great, never thought I could ever do that."

With the involvement of Master-Elect Ritchie Piper, our young guests were then given the unique opportunity to see a fully airworthy historic Hawker Hurricane aircraft, adding another unexpected attraction. For all our young individuals, whose spare time is usually devoted to carer responsibilities, the chance to see a real Hawker Hurricane added to the enjoyment of their day out at an airfield.

Choosing White Waltham, the home of our Flying Club, as the last airfield in our UK wide series was quite deliberate. This has been a Company- sponsored project. On behalf of our Livery Company membership, may I thank our Charity Trustees for their generous support in simply making it possible to provide a flying opportunity for 60 deserving young people. I would like to continue and do it all over again, from another five locations around the UK, for another 60 young people. Our world-wide regions may also consider organising similar projects in their own areas. There is certainly no shortage of thoroughly deserving groups of eight-to-18-year-olds, who could share with those of us who have had careers in aviation, a first but very own, most enjoyable, and memorable, opportunity to enjoy flying. □





FROM THE DESK OF THE DAA

By the DAA, PM Nick Goodwyn

I am writing this article on 17th December 2023 and I realised that this date rang a bell. On the same day in 1903, 120 years ago, two brothers from Dayton, Ohio, named Wilbur and Orville Wright, were successful in flying an airplane they built. Their powered aircraft flew for 12sec above the sand dunes of Kitty Hawk, North Carolina, making them the



Flying into the future, 120 years ago

first men to pilot a heavier-than-air machine that took off on its own power, remained under control, and sustained flight.

FLIGHT 100

The first transatlantic flight powered only by alternative fuels was achieved from the UK on Tuesday 28th November 2023. This landmark, Flight 100, operated by Virgin Atlantic, flew from London's Heathrow to New York's JFK airport. Without doubt this was a notable moment of progress in aviation, but it was appropriate that the continuing challenges of sustainable flying, both economic and technological were equally acknowledged.

Virgin Atlantic's historic flight on 100% Sustainable Aviation Fuel (SAF) marked the culmination of a year of industry collaboration, to demonstrate the capability of SAF as a safe drop-in replacement for fossil-derived jet fuel, compatible with current engine and airframe technologies and fuel infrastructure. It has long been recognised that, in the near term, SAF has a significant role to play in the decarbonisation of long-haul aviation, and enabling a pathway to Net Zero 2050, which remains (as it stands) the UK government's target. The fuel, made from waste products, delivers CO₂ lifecycle emissions savings of up to 70%, whilst performing like the traditional jet fuel it replaces. While other technologies such as electric and hydrogen remain (arguably and without significant changes in funding and investment structures) decades away, SAF can be used now.

As of 2023, SAF represents less than 0.1% of global jet fuel volumes and fuel standards allow for just a 50% SAF blend in commercial jet engines. Flight 100 aimed to prove that the challenge of scaling up production is one of policy and investment, and that industry and government must move quickly to create a thriving UK SAF industry. As well as proving the capabilities of SAF, Flight 100 was planned to assess how its use affects

the flight's non-carbon emissions with the support of consortium partners ICF, Rocky Mountain Institute (RMI), Imperial College London and University of Sheffield. (Members of the ITF, as previously reported, have also contributed to this research). The research will improve scientific understanding of the effects of SAF on contrails and particulates and help to implement contrail forecasts in the flight planning process. It is expected that the data obtained and research results will be shared with industry, and Virgin Atlantic has stated that it will continue its involvement with contrail work through RMI's Climate Impact Task Force.

A UNIQUE BLEND

For this flight, the Boeing 787 was filled with 50t of SAF of a unique dual blend: 88% HEFA (Hydroprocessed Esters and Fatty Acids) supplied by AirBP and 12% SAK (Synthetic Aromatic Kerosene) supplied by Virent, a subsidiary of Marathon Petroleum Corporation. Following test and analysis, the flight was approved by UK regulator the Civil Aviation Authority earlier in November. The HEFA is made from waste fats while the SAK is made from plant sugars, with the remainder of plant proteins, oil and fibres continuing into the food chain. SAK is needed in 100% SAF blends to give the fuel the required aromatics for engine function. To achieve Net Zero 2050, the innovation and investment needed across all available feedstocks and technologies must be harnessed to maximise SAF volumes as well as continuing the research and development needed to bring new zero emission aircraft to market. Therein lies one of the challenges of sustainable use of SAF. More broadly, airlines see the flight, which is supported by government funding, as demonstrating that a greener way of flying is possible - but the lack of fuel supply remains a challenge, while other technologies will be needed to hit emissions targets.

Therefore, this flight is a one-off of its kind so far, and was not carrying fare-paying passengers. It has long been understood that the aviation industry is particularly difficult to decarbonise, but major airlines view SAF as the most effective tool available to help bring its net emissions down to zero. Aircraft still emit carbon when using SAF, but the industry says the "lifecycle emissions" of these fuels can be up to 70% lower. It was reported on the BBC *Today* programme that Shai Weiss, chief executive of Virgin Atlantic, said the airline's flight proved that: "...It's really the only pathway to decarbonising long-haul aviation over and above having the youngest fleet in the sky."



Weiss: "...the only pathway to decarbonising long-haul aviation." (Virgin Atlantic)

NOT ENOUGH SAF

However, he said there was not enough SAF currently: "The issue is how we get enough production here in the UK as part of an industrial revolution and, more importantly, around the world." Notably, and with admirable candour, he

admitted that because of the fuel being more expensive than kerosene and the relatively small amounts produced, flight prices would end up being higher. There are no dedicated commercial SAF plants in the UK, although the government aim is to have five under construction by 2025, supported by grant funding.

The UK government plans to require 10% of aviation fuel to be SAF by 2030. Whilst the first long-haul flight using

100% SAF is a significant milestone, the fuel is not a magic bullet. Quoting Dr Guy Gratton, associate professor of aviation and the environment at Cranfield University: "We can't produce a majority of our fuel requirements this way because we just don't have the feedstocks. And even if you do, these fuels are not true 'net zeros'." He says the growing use of SAF had to be treated as: "...a stepping stone towards future, genuinely net-zero technologies".

He continues: "This might be e-fuels (which are manufactured using captured carbon dioxide or carbon monoxide, together with hydrogen), it might be hydrogen, it might be some technologies that we still really only have at the laboratory stage." Flight 100 will provide scientific benefits, but it is still right to caution the Government against presenting it as a giant leap forward in the progress to de-carbonising aviation and a perception that it is a key stone in terms of sustainability.

To quote Dr Gratton further: "Fundamentally yes, we can alleviate the situation here and it is entirely appropriate that we do so, but is this capable of making air transport sustainable? It's not. It is at best making some small improvements to keep our head above water whilst we develop a long-term solution." □

RAF'S PROTECTOR FLIES IN THE UK FOR THE FIRST TIME

The Royal Air Force's newest aircraft has arrived and flown for the first time in the UK. The General Atomics Aeronautical Systems Protector RG Mk1, is a remotely piloted aircraft system, based at RAF Waddington. The Protector is the successor to the General Atomics Reaper MQ-9B and is the 'next generation' remotely piloted and operated medium altitude, long endurance (MALE) aircraft. The Protector is operated to enable to be deployed in wide-ranging armed ISTAR (Intelligence, Surveillance, Targeting and Reconnaissance) operations. It is stated as having the ability to fly for up to 40h, to altitudes of 40,000ft and with a payload of 4,800lb (2,180kg). In addition, the Protector will be able to undertake a wide range of tasking including land and maritime surveillance to track threats, counter terrorism, and support to UK civil authorities, such as assisting HM Coastguard with search and rescue missions.

The RAF sees the Protector as providing a step change in capability as a cutting-edge platform capable of being flown anywhere in the world while being operated by personnel located at RAF Waddington.

The Protector will be able to fly in busy, unsegregated airspace thanks to, as stated: "... its ground-breaking 'detect and avoid' technology".



Protector takes to the UK skies (Crown copyright)

The platform will also be able to take off and land automatically, increasing its flexibility and reducing its deployed footprint. The aircraft payload comprises of a complex suite of sensors, including a High-Definition Electro-Optical, Infra-Red (IR) camera. The aircraft uses enhanced data links and carries next-generation, low-collateral, precision strike weapons such as the UK-made MBDA Brimstone missile and Raytheon Paveway IV Laser Guided Bomb.

The UK has commissioned 16 aircraft in total, and they will enter service in 2024. Delivery of 15 further aircraft from General Atomics in the USA will be phased over the coming years, with all expected to be delivered and in-service by July 2025. □

THE MASTER'S TOUR PART TWO: NEW ZEALAND, AUSTRALIA AND HONG KONG



While I was packing my case the day after our very successful T&A Banquet Dominique, having packed hers several weeks earlier, picked up the cat to take him to the cattery for his month-long stay. He must have had an idea that he was going to be

a 'prisoner' for some time as he hissed at her, showing his displeasure. I suggested he form a committee and start digging a tunnel, but it seemed to have fallen on deaf ears. As an experienced long-haul pilot, having packed my case, I took out roughly two-thirds knowing that would be about right!

We were flying with Qatar Airways and were impressed to be treated like royalty at the check-in. We were invited to wait for our flight in their exclusive lounge before boarding the Airbus A380 to take us to Doha. This aircraft is a favourite with passengers being spacious, like its forerunner the Boeing 747, and quiet. There was a three-hour layover in Doha before boarding the A350 for the scheduled 16h flight to Auckland.

AUCKLAND

We landed early Monday morning, after some 15h 15min, and were delighted to be met by Liveryman Capt Mike Zaytsoff who very kindly drove us to the Northern Club in downtown Auckland. It was a dull day with light rain: with no internet I was unable to find the email with the entry code for the Club, so we waited almost an hour for the manager to let us in.

After a few short hours' sleep and a quick spot of lunch across the road in the Pullman Hotel, Mike picked us up, mid-afternoon, for the drive to Ardmore airport where we were to attend our first event of the tour, a lecture on Antarctica by Wg Cdr Richard Beaton RNZAF. Several members of the Air Pilots attended what was a most enlightening talk, firstly about the continent of Antarctica itself followed by a fascinating explanation of the challenges involved in flying there from New Zealand. With unpredictable weather and sometimes patchy, inaccurate forecasts, the PNR decision making is of paramount importance, there being few available landing sites and not all of those have fuel supplies.

The next day (day four) a planned jump seat ride for me to Rotorua and back was unfortunately cancelled for security reasons, but it gave Dominique and me the opportunity to explore Auckland's business district and central shopping area before hopping on the sightseeing bus for a guided tour of the sights of the city, which we enjoyed very much.

WELLINGTON

On day five, we took a taxi to the airport for the flight with Air New Zealand, to Wellington where Capt Allan Boyce, Chairman of the New Zealand Region and Capt Barry Mitchell, Treasurer and Regional Administrator found us at the baggage carousel. Early evening, a short walk down the hill from our hotel took us to the Wellington Club for drinks reception with Air Pilots members, who made us very welcome indeed.



NZ AVM Digby Webb, Master, Allan Boyce and Mike Zaytsoff

On Day six, at 07:45, we met at the Wellington Club to set off for the first 'business' meeting of the tour, at 8am with Keith Manch, Director and Chief Executive, and Scott Griffith, Deputy Director of Aviation Standards Emerging Technologies, of the Civil Aviation Authority of New Zealand. We arrived at their offices to find it was something of a building site with workers in hard hats repairing the damage caused by last year's earthquake. Ever resourceful - we're pilots after all - we took a taxi to their temporary location for a very useful meeting. From there we took a bus for a meeting with Upper Freeman AVM Darryn (Digby) Webb RNZAF, recently promoted as head of the New Zealand Air Force, who we had met the previous evening at the drinks reception along with his father, Upper Freeman Sqn Ldr (Ret) Dale Webb, together with some of his team.

An appointment with the New Zealand Space Agency was unfortunately cancelled so we had a couple of hours free, which gave me time to walk around and explore some of the city, which is built on the side of a natural

harbour. Meanwhile Dominique was herself exploring, visiting the Museum and Portrait Gallery and she was able to take the cable car to the Botanic Gardens.

Accident investigators

In the early afternoon we met Simon Wallace, Chief Executive at Aviation New Zealand (which represents the commercial aviation industry) and later with Martin Sawyers, Chief Executive, and Naveen Kozhupakalam, Chief Investigator of Accidents, at the Transport Accident Investigation Commission, which covers not just aviation, but also marine, railways and now, space.

Topics discussed at these meetings included but were not restricted to:

1. Pilots' mental health
2. The need for pilots to retain basic flying skills to maintain aviation safety.
3. Single pilot airliners
4. Electric airplanes
5. Partial power loss in single piston engine aircraft.
6. The preference for the TAIC to investigate space accidents in NZ and not outsource them, in addition to its existing jurisdiction over railways, air, and marine.

I chose to adopt the ambassadorial role and leave



The Master with Shaun Johnson (President RAeSNZ and Allan Boyce at the RAeS reception

most of the technical discussions to the NZ representatives, they being more able with local knowledge. Overall, we were very pleased with the outcome, having been able to build on the excellent work done by IPM Robin Keegan last year, and it bodes well for future Masters' visits.

Day seven saw a slightly less early start with a pleasant walk along The Terrace to the Parliament Building for the RAeS NZ Symposium. This was held in the old Upper Chamber, a magnificent room with a wealth of history.

I was pleased and honoured to be asked to speak at this symposium and am grateful to Capt Mike Zaytsoff for providing me with relevant information, which I believe was well received.

A quick dash back to the hotel to change into black tie for the RAeS reception in the Banquet Hall of the Beehive, which is the popular name for the Executive Wing of the NZ Parliament Buildings, so-called because its shape is reminiscent of a traditional beehive, or skep. Its design very much reminds me, however, of the compressor stage of a jet engine.

I was very pleased to witness at this dinner Liveryman Allan Boyce (NZ Region Chairman) receive his RAeSNZ Meritorious Service Silver Award. This award is made by the Council of the Society and recognises long term contributions and practical achievements in all sections of aerospace in NZ. Congratulations, Allan, very well deserved.

AUCKLAND

Day eight gave us the earliest start yet: we were the first down for a very quick breakfast in the hotel and then a taxi to the



NZSASI lecture: Rob Edwards, Mike Zaytsoff, Master, Glenn Pinnuck

airport for the flight back to Auckland where we were met at the airport by Freeman Dr Rob Edwards, who kindly drove us, with our baggage, to Ardmore airport for an interesting lecture, with several Air Pilots in attendance, on how a de Havilland Vampire suffered a terrible fire on its maiden flight after restoration. Presented by Major Glenn Pinnuck of the Australian Defence Flight Safety Bureau, it won the prestigious Chippindale Award from the New Zealand Society of Air Safety Investigators (NZSASI). While we were there, we heard the distinctive sound of a North American Mustang departing - possibly that owned and flown by a good friend from our days in Hong Kong, Grahame Bethell.

From Ardmore we were once more driven back to the Northern Club with just about enough time to shower and change into black tie for pick-up by Mike and the drive to Whenuapai Air Force Base for the Annual Dinner of the Honourable Company of Air Pilots New Zealand Region. There I was delighted to present two awards, namely: The Jean Batten Memorial Award to Wg Cdr Gordon Ragg AFC RNZAF (Ret); and The Sir Alan Cobham Memorial Award to Rev Dr Richard Waugh QSM. My congratulations to you both.



Richard Waugh receives the Sir Alan Cobham Memorial Award (John King)



Gordon Ragg receives the Jean Batten Memorial Award (John King)

On day nine we had time to wander into the centre of Auckland for breakfast and were then collected by Mike for the drive to the airport for our Qantas flight to

Brisbane. What a wonderful time we had in New Zealand: we were made so welcome and were delighted to meet so many of our members – thank you.

BRISBANE

We were met at the airport by Liveryman Capt John Howie who drove us to the United Services Club, where the lift was u/s so John and I struggled up the stairs with our cases to our room.



David Munn of the Aviation High School, Brisbane, with the Company trophy

The next morning, day ten, we were collected after breakfast by John Howie who took us to the Aviation High School where Upper Freeman Sqn Ldr (Ret) John Minns, Chairman of the Queensland Working Group, was waiting for us. The school Principal, David Munn, explained to us that this is one of 19 'gateway' schools in Queensland which offer optional studies in aviation subjects as well as the regular curriculum. The school lost many of its aviation related items, including desktop flight simulators and a couple of old light aircraft which had been used for engineering studies, to the floods in early 2022, but was well on the road to recovery. David is passionate about the school and what it offers its pupils; after many years improving the facilities he has further big ideas to knock down flood-damaged buildings and replace them with new ones to make the school even better. I was particularly impressed that he donned the school uniform hat when we ventured outside, thereby setting a very good example. He is a truly inspirational man; the pupils are extremely lucky.



John Howie, Master, Clayton Nankivell and Jon Minns with the new RFDS King Air

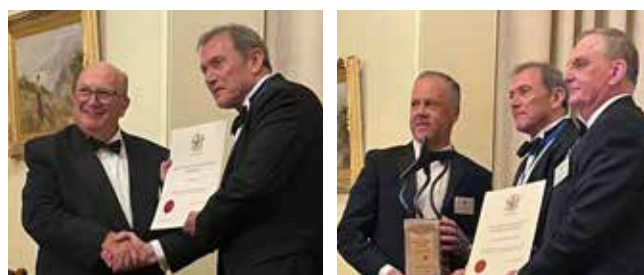
We then went to visit the Royal Flying Doctor Service (RFDS) for a sandwich lunch and very informative lecture from Clayton Nankivell, Head of Flying Operations, before being taken to the hangar where we able to climb aboard its latest aircraft, a Beechcraft King Air 360 which has a new semi-automatic loading and unloading system for stretcher cases, which makes this process safer and more

comfortable for the patient and easier for the RFDS crews. This service is not organized nationally but rather along State lines. The service provides regular clinics, emergency treatment and, when necessary, evacuation in rural areas where there is little or no primary care is available.

Annual Dinner

On returning to downtown Brisbane, we strolled into town and took the free loop bus service for a quick sightseeing tour of the centre, before getting changed for the Annual Black Tie dinner at the Queensland Club. This was a splendid affair and well attended, at which we met many members including several former colleagues from Cathay Pacific. The Loving Cup ceremony was enjoyed enthusiastically by all, and then I was honoured to make the following presentations:

- The Grand Master's Australian Medal 2023, awarded to Qantas Group Pilot Academy (to be re-presented in Sydney to the CEO of Qantas Airlines);
- The Australian Bi-Centennial Award 2023, to Ian Honnery;
- The Captain John Ashton Memorial Award 2023, to Capt Mark Tatton;
- Australian Region Scholarship to Haydn Dharl;
- Master Air Pilot Award to Capt Ross Parker;
- The Queensland Working Group Aviation Studies Safety Award to James Galvin;
- The Freedom of the HCAP Certificate to Squadron Leader Nathan Thompson.



(L) Ian Honnery receives the Australian Bi-Centennial Award. (R) Mark Tatton receives the Captain John Ashton Memorial Award

Day 11, Tuesday 7th November was a big day in the Australian calendar: the running of the Melbourne Cup, the country's biggest and most prestigious horse race, which is watched by the whole country: it is even a public holiday in Melbourne! After a leisurely breakfast across the road from the Club at a very pleasant café run by a happy, smiley Thai gentleman, we returned to the Club to change into our finery for the Melbourne Cup luncheon at which the QWG had booked a table. The eight of us (John Minns and Kerry, John Howie and Gael, Ross Parker and Estella and Dominique and me) enjoyed a sumptuous



A day at the races: the Melbourne Cup Luncheon

meal, bought our sweepstake tickets and watched the race on a big screen. Sadly, our horses weren't placed but Dominique won a bottle of fizz in the raffle that followed.

Upper Freeman

Capt Ross Parker MAP (see above) and his wife Estella, with both of whom I had flown in Cathay, were also staying at the Club, and in the evening, we went out together in search of a meal: I was delighted that we chose the Breakfast Creek Hotel, a restaurant of which I had fond memories from some 25 years previously.

CANBERRA

Day 12 saw breakfast once more with the happy Thai gentlemen and then we were driven by John Howie to the airport for the short flight to Canberra where we were met by Upper Freeman Grp Capt Peter Norford, who took us to our hotel, the Hyatt Hotel Canberra. It is a splendid building, restored to its former 1920s glory and featuring Art Deco design elements.

It is only five minutes' drive from Parliament House and within walking distance of the National Library and the National Gallery of Australia. Peter and his wife Jane collected us later and took us to the 10Yards restaurant for a lovely meal and then on to their home for a Regional Executive Council Zoom call.

On day 13, Peter picked us up and took us sightseeing. From the Mount Ainslie Lookout, the view to the southwest is spectacular; initially over the Australian War Memorial, then along ANZAC Parade with its various memorials and finally over the Lake Burley Griffin reservoir, formed by damming the Molonglo River, towards Parliament House. We were joined by Liveryman Capt Brian Greeves and met Jane at the National Arboretum for lunch.



Pip Spence of CASA with The Master and Brian Greeves

Our afternoon meeting was at the Australian Transport Safety Bureau (ATSB) with COO Colin McNamara,

Director Transport Safety Stuart Macleod and Commissioner Peter Wilson. After initial introductions I, (perhaps wisely), left the discussion mostly to Brian as the Regional Deputy Director - Technical and Air Safety. The philosophy of the ATSB is strictly 'no blame' in its independent reports, which at times means it has to resist the coroners' or courts' attempts to access its case files. We then went around the corner to meet Jason Harfield, CEO of Airservices Australia, which is a government-owned organisation responsible for the safety of 11% of the world's airspace. It is responsible for the safe and efficient management of Australia's skies and the provision of aviation rescue fire-fighting services at Australia's busiest airports, and works closely with its customers and industry to support the long-term growth of the country's aviation industry.

After another quick change at the hotel, we were hosted by Peter and Jane to a BBQ supper at their home with several members in attendance. Of special interest to many of the guests was Jane's Morris Minor, which is in beautiful condition.

Air Force

The busy schedule continued on day 14 with an early start to visit the offices of the Royal Australian Air Force. We were hosted by the recently-appointed AVM Harvey Reynolds and explained to him who the Air Pilots are and what we do. It was a useful meeting and I have now had personal contact with ACM Sir Rich Knighton of the RAF, Maj-Gen Jamie Speiser-Blanchet, Deputy Commander RCAF, and AVM Darryn Webb of the RNZAF, which I hope puts us in a strong position for the future.

From the RAAF we went to meet Richard Wood, the First Assistant Secretary of the Department of Infrastructure, Transport, Regional Development, Communications and the Arts. Richard's oversight includes the new Western Sydney Airport, currently under construction. The general aviation community is concerned that it will lose significant amounts of existing airspace to the approach paths of the new airport.

After a quick lunch we went to see Ms Pip Spence, CEO and Director of Aviation Safety at the Civil Aviation Safety Authority (CASA). She was most welcoming, and we were able to raise many points for discussion.

Day 15 of the Tour was Saturday 11th November, and Peter collected Dominique, Brian and me to take us to the Australian War Memorial for the Remembrance Day service. It was a particularly hot day and we were able to find a shady spot to shelter from the sun. The Commemorative address given by Lt Gen Natasha Fox was inspirational and the musical rendition of In Flanders Fields was beautifully performed by the Band of the Royal



The Master lays a wreath at the Australian War Memorial

After the service, Peter took us for a very interesting tour of the War Memorial Museum.

In the afternoon we attended the 30th Anniversary ceremony of the interment of the Unknown Australian Soldier and I was honoured to be invited to lay a wreath on behalf of the Air Pilots at this Last Post Ceremony in the Commemorative Courtyard of the Memorial. Each night the ceremony shares the story behind one of the names on the Roll of Honour.

In the evening Dominique and I invited Peter and Jane to dinner as a token of our thanks for the time and effort they had put in to hosting us.

SYDNEY

On day 16, Peter - once more in the role of chauffeur - took us to the airport for the short flight to Sydney where we were met by Spencer Ferrier, Regional Executive Committee Chairman who kindly drove us on a scenic sightseeing tour of Sydney and then to our hotel, which had a splendid view over Circular Quay towards the Opera House.

That afternoon we had an extremely enjoyable meeting with Olly, the son of Alison, one of my oldest, (perhaps I should say longest-standing), friends, who has emigrated to Australia and married the most charming Australian girl, Ashley, at the Opera bar just outside the Opera House. We were delighted to meet their 10-week-old son Hugo who I was allowed to hold for photographs, much to the envy of his grandmother, who will not meet him until this February 2024. I do have history in this area, but not for this report, although I will explain if anyone asks!

The next day we were collected from the hotel by Immediate Past Chairman of the Australian Region, Liveryman Capt Robert Dicker who took us to Bankstown airport for a flight in a Robinson R44 helicopter, expertly piloted by another Jonathan. We flew

The new Western Sydney Airport, viewed from the R44



over, and had an excellent view of, the construction site of the new Western Sydney airport, before overflying Camden Airport and returning to Bankstown. This enabled us to put into perspective the concerns of the general aviation community.



RAeS dinner, Sydney: Rob Dicker, Mr Millen, Master, Australia Region Chairman Spencer Ferrier, Brian Greeves

Rob treated us to lunch at Rowers on Cooks River, adjacent to the Sydney International Airport. That evening we attended the RAeS Australia Kingsford Smith Lecture and dinner at the Kiribilli Club.

On day 18, while Dominique took the ferry to Manly to meet Brian's wife, Nicki, Brian and I took the train to the QANTAS offices at Mascot to present The Grand Master's Australian Medal to QANTAS Group CEO, Vanessa Hudson. We also met the CEO of QantasLink, Rachel Yangoyan: both are recently appointed and keen to learn more about the Air Pilots.



QANTAS Group CEO Vanessa Hudson accepts The Grand Master's Australian Medal

ADELAIDE

Day 19 saw Rob drive us to the airport for the flight to Adelaide. As with all sectors on this tour, on boarding the aircraft I gave my card to the Captain. The aircraft was equipped with Wi-Fi and by the time we reached Adelaide he and the First Officer had visited the Air Pilots website and were eager to chat before I disembarked. This meant I was the last to leave the aircraft and I was intercepted in the airbridge by the Chief Steward of the flight who wanted to talk to me about his pilot father's flying career.

We were met by Roger Lang, who I had clothed in the Livery at our T&A Banquet some three weeks previously, and who thought we must have missed the flight, it had taken me so long to appear. Roger kindly drove us to visit his coastal house before taking us on a sightseeing tour of the city and to our hotel. Although I had previously landed at Adelaide, I had not been off the airport, such is the life of an airline pilot, and we were amazed by how beautiful a city it is.

On day 20 we were collected by Upper Freeman John Siebert who took me to the Flight Training Academy, Parafield where we were joined by Liveryman Rob Moore and were shown around by Michael Wallis, Business Development Manager. It is an excellent facility and reminded me very much of the College of Air Training, Hamble and my days as a BA Cadet. We joined some of the cadets for lunch in their dining room, which caters to all the different nationalities' cuisines, and I was able to chat to some of the Cathay students who I think were probably completely bemused by my sudden appearance at their table.



Steve Nelson introduces The Master to the Caribou

Cathay colleague. His knowledge is encyclopaedic and his enthusiasm infectious. I had a wonderful afternoon and was able to sit in the cockpit of several aircraft, a privilege not normally available to the public. Later we were joined by Spencer and Steve drove us back to the hotel in time to change and attend a lecture on future flight controls. The following morning, by now day 21 of the Tour, we walked to the South Australian Museum where we were met by Rob and Colleen Moore. Colleen is a guide at the museum and gave us a personalised tour, I was particularly interested in Dr Norman Tindale's map *The Tribal Boundaries in Aboriginal Australia*, published in 1974. We were then whisked off to the Naval, Military & Air Force Club for the RAeS Australia lunch at which Upper Freeman Capt Dave Holbourn AFC, another of my former Cathay colleagues, was presented with his Fellow's certificate.



Aaron Howe receives the Derry & Richards Memorial Medal

to present the Derry and Richards Memorial Medal to Flt Lt Aaron Howe RAAF, and the Master's Trophy Australian Region to Barbara Trappett, who I had also clothed in the

Museum visit

In the afternoon we drove to the South Australian Aviation Museum where I was given a personal tour by Upper Freeman Capt Steve Nelson, a former

We had time to enjoy a free afternoon before we went back to the club for the South Australia Working Group Annual Black-Tie dinner at which I had the honour

Livery at our T&A Banquet in October.

On Saturday 18th November, day 21, we were collected by Liveryman Dr Paul Dare, Chairman, South Australia



Barbara Trappett accepts the Master's Trophy Australian Region

Working Group and taken to Aldinga Airfield for the Circuit and Landing Skills Competition and BBQ Lunch. This was well attended by members and a very enjoyable time was had by all. Readers of previous editions of the magazine will be familiar with my progress towards the correct flare height of a light aircraft and will not be surprised to learn I did not win the competition, flown in a Jabiru J-230. That honour fell to Rob Dicker who flew two copybook circuits and landings - well done, Rob.



The Master gets a briefing on the Jabiru for the Circuit & Landing Skills Competition

After lunch we went to the Woodstock Vineyard in the McLaren Vale region where we tasted several splendid wines while listening to a kookaburra in the trees above. Before leaving we saw some kangaroos and, sleeping in a tree, a Koala with her joey.

MELBOURNE

On day 22 we shared a taxi with Rob to the airport for the flight to Melbourne, piloted by the aptly named Capt Skye Talbot who, it turned out, is a close friend of Barbara Trappett. Rob took us on a walk along the Yarra River before supper.



Lunch with Company members in Melbourne

Day 23 saw us walk from our hotel around the corner to the Australian Club for lunch with the Melbourne

members of the Company, hosted by Upper Freeman Capt Tony Alder MAP, with whom I used to work in the Cathay flight Ops office. It was such a pleasure to rekindle our friendship, together with other former Cathay colleagues. In the afternoon Dominique and I took advantage of Melbourne's famous tram system, which is free in the centre of town, to see some of the sites.

HONG KONG

On the 24th day we took the Cathay flight to Hong Kong, piloted by Capt Earp, who informed me I had conducted his interview when he applied to Cathay, whilst the First Officer told me I had conducted his 'three-bar' check.

On arrival at Hong Kong, we were met by Regional Chairman Liveryman Valerie Stait and Liveryman Ian Fogarty AFC MAP, who with extreme kindness accommodated us for our time there. It might be seen as appropriate that I, having lived in HK for many years, was the first Master to visit after the enforced hiatus caused by Covid-19 pandemic travel restrictions: we were pleased to be back.



Afternoon Tea at the Hong Kong Aviation Club

We rushed around on day 25 to achieve some personal admin things before starting the extensive programme of events that Val, together with Liveryman Rob Jones, who I had clothed in the Livery at the T&A in October, had put together for us. The first of these was High Tea at the Hong Kong Aviation Club, a venue I know well as we used to enjoy a beer there while watching the aircraft come and go some 80 or 90 yards away on the runway - but



An evening at Hong Kong's Happy Valley races

could I direct the taxi there? After exploring every new road in the construction area that had been the apron of Kai Tak airport, we eventually arrived to find a large group of Air Pilots awaiting us. From the Club we took taxis to Happy Valley racecourse where Liveryman Capt Gary Lui had secured a private room for the evening's races. What fun we had - good food, good wine, good company and some

moderate gambling on the races. Overall, I ended HK\$20 (about £2) down. Ian Fogarty's apartment is on Lantau Island, so the way home was a late evening ferry and then a short ride in Ian's golf cart, which is the only transport allowed to residents of Discovery Bay.

Back to Cathay

Day 26 saw me back at my old stamping ground, the Cathay offices. We had very interesting visits to the following: Flight Data Analysis, Managing ramps and regulators; Risk and Safety Management (Flight Ops); and Security and Crisis management – the operations room from which crises would be managed, fortunately seldom operational except for the regular practice sessions. I was then very kindly hosted to an excellent lunch by Upper Freeman Capt Chris Kempis, Director of Flight Operations, to whom I offer my sincere thanks.

After lunch I was treated to a flight in the Boeing 747-8

simulator: my co-pilot for this, Scott, partner of Upper Freeman FO



Back in his happy place – The Master in the 747 simulator

David Sampson, had never been in a sim before. After I had flown around the circuit to a satisfactory landing, Scott had a go and flew the most immaculate approach and landing - well done him. I took off again, failed the number 4 engine on myself and proceeded to fly a one-engine-inoperative approach and landing. Well, what can I say: I was home, well and truly in my comfort zone and without wishing to brag, my landing was back to the standard I had achieved years ago. It was as if I had never been away – now I have to continue my improvement in light aircraft.

The next stop was across the road at the Air Accident Investigation Authority, a body which didn't exist in my time in Cathay. We were welcomed by the Chief Investigator KC Man, his deputy, Andeon Sui and another former colleague, Upper Freeman Capt Ian Quinn. After a talk on their remit, we were shown around their facilities - a very interesting afternoon.

Another taxi ride took us into Central where Val had organised her useful evening 'Bar Squawk' which is a chance for pilots to chat, have a general catch-up and swap stories and experiences. I have always felt that I learnt as much about flying on these occasions as I ever have in the aircraft.



The Company gets everywhere – at the headquarters of Hong Kong ATC

Control Tower

A free morning on day 27 gave another chance to tidy up some admin, followed by an afternoon guided tour of HK ATC, a joint visit with the Air Cadets. After the introductory briefing at the ATC HQ we were driven airside to visit the 'standby' tower, which would be called into action should the main tower be

unusable for any reason. I was astounded at how much construction work is going on at the airport which already has a third runway up and running, new terminal buildings being built, another new tower and more.

Another taxi ride took us to Central for an evening of cocktails and jazz in the Captain's Bar at the Mandarin Oriental hotel at which we met more members of the Company and, you guessed, more former colleagues.

You might find this hard to believe, but day 28 was a free day, which we spent lazily in Foges' company at his apartment, before donning black tie for the HK Region Master's Black-Tie dinner at the Aberdeen Boat Club on the south side of Victoria Island (more usually called Hong Kong Island). Chairman Valerie Stait, in the absence of Liveryman Capt Locky Lawford, received the Master's HK Region Trophy on his behalf.

The next day Valerie had arranged a late Sunday brunch in a favourite restaurant of mine, Santorini's, a very pleasant Greek restaurant at which a smaller group of us enjoyed a relaxing meal, but not before we had been for a ride on the Star Ferry.

On day 30, a private taxi took us to the Hong Kong Observatory in Kowloon. We were welcomed by the Director, Dr PW Chan, and his Assistant Director ST Chan. An interesting lecture was followed by a tour of the colonial-style building and its facilities, including the small studio sometimes used for the television forecast. I was given the opportunity to try my hand at delivering a forecast: I think I should leave it to the professionals. Dr Chan very kindly hosted us to a Chinese lunch at a nearby restaurant from which we were driven to the airport to visit the Met facilities in the tower. This included some time in the actual, operational tower where the controllers were seamlessly running the taxiing, take-offs and landings of this busy airport. From this room we were allowed to walk around the outside of the tower on the little walkway some 50m above ground – definitely not an

experience for the faint-hearted.

The HK Observatory drivers dropped us at the terminal building where we checked in for our flight, said our thanks and goodbyes to Valerie and proceeded through Immigration and Security ready for the first sector of our flight home, on a Qatar Airways Boeing 777 to Doha. A couple of hours in the lounge at Doha and then a Qatar A380 for the flight home.



Lunch with Dr Chan of the Hong Kong Observatory

DOHA TO HEATHROW AND WINCHESTER

Day 31 gave us an early morning arrival into Heathrow and a shortish wait for the National Express coach to Winchester, where we were met by the same kind neighbour who had dropped us off a month earlier.

If you have read this far you will realise it was something of a whirlwind tour, but well worth every single minute. I believe the 'business' meetings were a success and we achieved more than we had anticipated. On the social side, for every event at which I was asked to speak I tried to make it an instructive, informal chat rather than a lecture and started with some history of the Livery Companies, which seemed to go down well, and served to foster greater understanding of both the City of London Corporation, the Livery Companies in general and our own Honourable Company in particular, together with some information about the issues we and our industry are currently facing. I have tried and, I believe, succeeded to some degree, to build on the good work done by IPM Robin Keegan on his Tour last year, and I hope I have been able to further lay the ground for future Master's Tours.

Where on earth should I start in mentioning all those people who have so generously given of their time to make this Tour enjoyable and fruitful? Mike Zaytsoff, Rob Dicker, Valerie Stait, Rob Jones and Paul Dare in particular, who were involved in the planning of the Tour. I must also single out Ian Fogarty for his enormous generosity in putting us up; thank you to all of you, and all those named above together with others too numerous to mention. Thank you to all the members who attended the various functions: it was my very great pleasure to meet you all, and we would very much like to see you again should you find yourselves in the UK. □



THANKS TO THE DOWN-UNDER LADIES

By The Mistress, Dominique Legat

I join Jonathan in extending my sincere thanks to all the amazing members and friends for their warm welcome during his Master's Tour; not to mention giving their precious time and unwavering dedication.

We'll never thank you enough for meeting and greeting us at the crack of dawn in various airports, for chauffeuring us to and from our hotels and clubs to the various dinners, lectures, meetings, airfields, and for accommodating us. However, I also want to extend my heartfelt thanks to their wonderful wives, who graciously volunteered to keep me company during the Master's official meetings. To you all ladies, a big 'thank you' for the delightful times we shared, the laughter we enjoyed together, and for assisting me in the mission my daughter assigned me via text shortly after my arrival Down-Under: the quest for Aboriginal fabrics!

Let's start with the 'fabric mission' that kicked off in Brisbane with Gail, whom I have known since our time in Hong Kong. With her exuberant energy and infectious good humour, she skilfully navigated the vast expanse of the internet to discover shops specializing in Aboriginal fabrics. I believe she uncovered every Australian store that could possibly exist! A big thank you to Estella, Kerry and Gail for their company as we watched the iconic Melbourne Cup unfold on a big screen at the United Services Club Queensland.



The ladies gather for the Melbourne Cup party

The Aboriginal fabric quest continued with Jane in Canberra. Jane is an embroidery and cross-stitch expert, a hobby I share, albeit on a more modest scale. Jane took me to an Ali Baba's cave of supplies, where I acquired my first Aboriginal fabric.

Moving on to Sydney, where Nicki invited me for a relaxing lunch in sunny Manly, but also took me to

more fabric stores, where I completed the ever-growing collection. By this point, my suitcase was feeling the weight of my acquisitions, prompting a clever excuse to buy a new carry bag – adorned with a striking Aboriginal pattern! So, it was with sheer joy that I could then proudly declare: "Mission accomplished!"

FREE TIME

As a result, I found myself with some free time to explore Adelaide. The icing on the cake was a 'girls only' ride to the local airfield in Sharon's red convertible. The afternoon was a blast with all the club members and their lovely ladies, followed by a tour of the vineyards, and, of course, a mandatory wine tasting! What more could one wish for? Sharon even treated us to a detour just so I could take a photo of a "Beware of kangaroos" road sign. Not exactly the sort of sign you'll find in the New Forest, is it? Another huge 'thank you' to Colleen for treating us to the most enjoyable private tour of the South Australian Museum.

In Melbourne, I enjoyed another wonderful lunch at the exclusive Australian Club where I caught up with Meg and Jane and their husbands, former colleagues of Jonathan, who, like us, spent many happy years in Hong Kong.

The final stop was with Valerie, the Hong Kong Air Pilots chairwoman. Valerie surpassed herself in meticulously arranging every detail of our sojourn: high tea at the Aviation Club (near what is left of our beloved Kai Tak Airport); cocktails and jazz at the Mandarin Hotel; an evening at the racecourse in a private owner's box; brunch in trendy Mid-Levels bars; black-tie dinner at Aberdeen Boat Club; and even the exclusive visit of the Hong-Kong Observatory and the Airport Tower, including a walk on its perimeter footbridge... What a treat! And what a pleasure it was to meet Jenny, Sophia, Sam, Karen and Fiona and catch up with Terry.

Finally, I'd like to rewind to the beginning of our Tour, in New Zealand - a short week filled with lasting memories! A special nod to Jennifer in Wellington for making one afternoon truly unforgettable, as we sat down, cup of tea in hand and a tempting slice of cake and embarked on a journey of sharing life stories.

As the Master's Tour ended, I found myself back in freezing UK with a suitcase brimming with Aboriginal fabrics and a head full of fond memories.





AFFILIATED UNIT PROFILE: ULAS

By Acting Pilot Officer Alfred Beadman

The University of London Air Squadron (ULAS) is a squadron steeped in history and heritage. Its purpose is to attract talented University students in to Regular and Reserve RAF Service. Notable members have included Kirsty Steward, the first female Red Arrows pilot and Norman Todd, the Captain of the first British Airways Concorde flight.

Lord Hugh Trenchard anticipated the need for the University Air Squadrons as a method of attracting and training intelligent and high-calibre recruits, with the intent of ensuring long-term effective operational capabilities of the RAF. He initially founded UAS at Cambridge and Oxford in 1925. Following their success and a growing likelihood of war, the programme was expanded. Now, almost every university in the country lies within the catchment area of a UAS.

ULAS was founded in October 1935, originally operating from South Kensington and flying out of RAF Northolt from 1936, also the year of its the first summer camp, held at RAF Halton. The squadron trained with Avro 504Ns but in time these were exchanged for Avro Tutors and then Hawker Harts. Over the following years, it expanded from 50 members to 75, but was then disbanded following the start of World War II. Many of the squadron's members were called up in 1939, whose legacies live on and continue to mould our ethos and core-values. The Squadron currently has a strength of 90 students, from up to 23 universities situated across London and the surrounding counties.

LEARNING TO FLY

Perhaps what our members enjoy most about the squadron is the opportunity to learn to fly. Students can progress through the Elementary Flying Training (EFT) syllabus in our Grob Tutor aircraft and get a head start in their RAF pilot careers. While we have faced challenges flying out of RAF Wittering with our runway being resurfaced, we saw six first solos this year, two first solo sector-recces, and one first solo aerobatics sortie. However, the UAS experience is far wider-reaching than just flying training.

Ceremony is essential to the squadron's operation. Our members recently presented a guard of honour for The Princess Royal during foundation day at the University of London. Collaboration and association with other organisations are necessitated by our core purposes of recruitment and spreading awareness of the UAS system.



ULAS on parade at its flying base, RAF Wittering

One event that reflects this was the Royal International Air Tattoo. Members were chosen to assist with recruitment efforts at the airshow and act as ambassadors for the squadron and the wider RAF, offering insight on how the RAF can support students through university, the roles available, and the recruitment process.

Most recently, the squadron raised over £17,000 selling poppies at Tottenham Court Road tube station for the Royal British Legion, a station record! One of our Officer Cadets also received the opportunity to sell the Prime Minister his poppy. While striving to support a wide range of charities through direct fundraising and offering support for events, ULAS chooses one charity each year. This year it is supporting "Mind", a mental health charity.

A wide range of adventurous training opportunities are also available to ULAS members, as an integral part of personal development. ULAS students have recently returned from an intensive climbing training camp in Spain and earlier in 2023, partook in a canoeing expedition down the Harkan river in Sweden. These opportunities allow members to sample RAF life and even gain qualifications to eventually assist in instruction or to compete. After taking five students to Alpine challenge 2023 to undertake ski lessons and develop skills in racing, we later secured a victory in the inter-UAS ski championship. The Adventurous Training helps promote teamwork and nurture the RISE (Respect, Integrity, Service and Excellence) values in future RAF personnel. The results are clearly visible, with a large proportion of members going on to join the RAF or act as ambassadors for the force within their respective fields. Our commissioning club, which guides students through the recruitment process, currently has over 40 members and four RAF bursaries were awarded to members this year (one air-ops, two medical, one DSUS engineering). You can follow our journey on Instagram [@london_uas](#) or on Facebook [@londonUAS](#) □



SCHOLARSHIP REPORTS 2023

By the Scholarship winners

The winners of the Company's PPL Scholarships for 2023 were presented with their certificates at the November Court Meeting. Here they report on their progress and experiences: fuller versions of their reports are on the Company website.



JACOB COOPER

The Bob Dawson Scholarship (BALPA Benevolent Fund)

Summer 2023 has definitely been a summer I will never forget. From starting the summer being apprehensive about the results of my recent A-Levels, to where I am today,

only a few months down the line, with a pilot's licence in hand and confident about the future.

My flying journey started when I was 13 with a flight experience flight out of Blackpool Airport (EGNH), which hooked me. Since then, I completed my first solo circuit flight with the Air Cadets Pilot Scholarship out of Dundee Airport (EGPN) with Tayside Aviation in a Piper Warrior (G-OWAP).

I started my flight training with Westair out of Blackpool Airport (EGNH), where it began, and took my first lesson on 23rd June in a Cessna 152. It was an intense programme, flying at least two flights each day, two or three days a week; however it was the best time of my life.

I am forever grateful for the funding supplied by the Air Pilots to achieve my dream of becoming a pilot, alongside the continued support of all the team at the Young Air Pilots. It has been an incredible experience, and one I will never forget.



DEE LIMBAYA

Donaldson PPL Scholarship

It took seven months of living in my car, two years of couch-surfing, and a life-changing PPL scholarship, but I finally made it! Since 2019, I have applied for the prestigious PPL Scholarship annually. The tension between the coward

and the conqueror in me led to motivational convulsions that had me giving up after every failed attempt, but only until the next round opened.

In the meantime, I established an online identity, Future

Pilot Niner One, that held me accountable for pursuing my dream. I received tremendous support from my friends, family, and the online aviation community, enabling me to complete my theoretical exams and acquire 33 flying hours.

Just when I needed it the most, I was awarded the Donaldson PPL Scholarship. It was the validation of my belief and that of the people who supported me. The scholarship enabled me to progress through the final phase of training quickly. My qualifying cross-country flight journeyed from the historic North Weald Airfield through the bustling Southend Airport to the picturesque shoreline at Shoreham.

Today, I proudly hold a private pilot's licence. Next, I hope to take advantage of the training opportunities offered by the airlines. Failing that, I will take the modular route, with the goal of becoming a flight instructor along the way. The road to success is paved with failure, but failure is never ultimate unless you allow it to be. This is the most significant lesson I learned through this incredible journey.



JACK LIPPIATT

The Air Pilots Benevolent Fund Scholarship

I'm currently a student at the University of Southampton studying Aeronautics and Astronautics. When applying for this scholarship I had 20h of flying training from a cadet scholarship and from being

on the Southampton University Air Squadron. Flying in a Grob Tutor for the first time established my aspiration to become a pilot and I've been fixated ever since.

This was my second time applying for a PPL scholarship and I was ecstatic to hear I was successful. I chose to complete my training with Freedom Aviation based at Cotswold Airport (Kemble). Although it was hard work, I absolutely loved my summer and am extremely grateful to Air Pilots for the opportunity to gain my PPL. After completing my skill test, I was filled with a massive sense of achievement and all those hours studying, planning and flying had finally paid off. Thankfully I managed to

complete my training in just 11 weeks, finishing before my trek to Everest Base Camp, ensuring I had continuity all the way through. I look forward to continuing flying whilst at university, both with the UAS and also in the university's Van's RV-12, before pursuing a flying career after I graduate.



SOPHIE DURBIN
The Sir Sefton Brancker Scholarship 2023

Wow, what a year! From submitting my PPL application, to interview and thinking I'd messed the whole thing up, to giving birth to my baby boy just six days later and

then starting my PPL four weeks afterwards it's been a whirlwind of an adventure.

Battling the Welsh weather was a huge challenge, with no "summer" at all and all my bookings being cancelled, it felt that every step forward ended up in two steps back. However, little bit by little bit, the dream started to become a reality.

My first solo was an experience even now I still cannot put into words - the sheer exhilaration of flying solo for the first time and receiving "congratulations" radio calls from the tower and a Tui airliner waiting to depart. It took several more solo flights for me to finally take time to look out the window and have that realisation of "wow! I'm actually flying!!!"

I will be forever grateful to the Honourable Company of Air Pilots and the generous sponsors of the scholarships, this opportunity has been incredible, and I cannot thank everyone enough for all of the help and support I have been given. I am now able to finally hang up my scrubs as a midwife and embark on the dream that has always been to fly!



HANNAH WHELAN
The Grayburn Scholarship

I have had the most incredible summer gaining my PPL with the support of the Honourable Company, and I am so grateful to the scholarship programme for providing me with this opportunity! I took my first flight as an Air Cadet aged 13 and I was completely hooked. Following the

Air Cadets, I immediately signed up to the University of London Air Squadron, where I spent some time undertaking the Elementary Flying Training. However, due to various logistical issues at the time, my cohort didn't get as many flying hours as is normal.

I completed the scholarship on the Cessna 152 with Enstone Flying Club, a fantastic place to learn to fly deep in the Cotswolds countryside. I found the pace of the syllabus and theoretical exams challenging, particularly as I was working full time alongside the scholarship. My favourite parts of the training were visiting other airfields (Turweston is a firm favourite!) and completing the qualifying cross-country flight - it was the first time I felt like a proper pilot. I also loved the 'aircraft general knowledge' theory, spending time studying how the aircraft itself works and linking that to various practices during flight. I am now working at building 40h post-PPL, as I have my sights set on the Aerobatics rating next year.



JOSH FAGAN
The Cadogan Scholarship

The Honourable Company of Air Pilots allowed me to have the most interesting, rewarding and at times challenging

summer of my life, all while doing the best thing in the world: flying.

Flying has always been my passion, (a cliché, I know), but every time I go flying, you can't get the grin off my face for the rest of the day. Being able to fly essentially full time, when otherwise a PPL would have been financially unattainable, was incredible. My personal highlights were being able to overcome initial difficulties with navigation to be able to confidently fly on my solo cross-country and deal with en route curveballs, visiting great airfields and people along the way.

The summer I spent flying Piper Tomahawks around the skies of Cheshire and Shropshire was unbelievable and it hasn't quite sunk in yet just what I have achieved, however I would never have been able to do it without the help and support of the Company team and everyone at Merseyflight, especially Ollie, Tania, Steve and Neil. They are all great individuals who went above and beyond to help me achieve my dream.

As for what's next? Well, against its better judgement the RAF has offered me a job as a pilot starting in February 2024, so if you ever hear of an RAF aircraft that got lost on the way to Gloucester...



KHALID ABDULGHANI

The Lane-Burslem Scholarship

At the age of seven, my dad had bought me a home flight simulator, and that was where my passion for flying all started.

During sixth form, I had the opportunity of work experience with British

Airways at flight operations and to take control of a glider for the first time. I was eager to do more gliding, and in 2022 I won an Honourable Company of Air Pilots gliding scholarship which I did at Portsmouth Naval Gliding Centre (PNGC) in Middle Wallop.

At this point, I was still adamant I wanted to do more flying, especially powered, and that was where the Air Pilots PPL scholarship came in.

Completing my PPL over the summer has been an incredible experience for me and most definitely rewarding. Having been undertaking my training at the Pilot Centre in Denham, I was privileged to be taught by two highly experienced instructors, one of whom was also an examiner.

Some of the highlights during my training were my first solo, first 'land away' and, the best part, my qualifying cross-country. Despite how misty it was, I was lucky to have done this with three other student pilots, hearing my peers on the radio!

I would often think back to seven-year-old me who would fly a Cessna on a computer screen, imagining one day doing it in real life, and it is thanks to the Air Pilots that I completed my PPL much sooner than I would have anticipated.!



EMMA LEES

BALPA Benevolent Fund Wigley Scholarship

Having just finished my first year at the University of Bath studying Aerospace Engineering, my summer of flying soon began. I moved through the initial exercises quickly, probably because of my gliding experience, and before I knew it, it was time

for my first solo. The weather on the day was less than ideal, however, this flight filled me with confidence that I could fly the aeroplane and did know what I was doing. My first cross-country was a relatively short route,

Wellesbourne – Worcester – Tewkesbury – Wellesbourne. I thoroughly enjoyed the navigation and liked the feeling of having been somewhere. After a few dual and solo nav routes, one of which passed over my village, it was time for my first landaway to Halfpenny Green; on the way back to Wellesbourne the radio failed – definitely a memorable flight!

After several cancellations due to weather, it was time for my qualifying cross-country, Wellesbourne – Peterborough Conington – Gloucester – Wellesbourne. This was one of my favourite days of the whole summer, filling me with a real sense of freedom. I passed my Skills test the following week after a challenging route through Brize Norton's zone and over a parachute drop zone!

I want to thank the Air Pilots and BALPA for this amazing opportunity, as well as everyone at South Warwickshire Flying School, in particular the principal, Rodney Galiffe, and my flying instructor, Lilly Butterworth, who have both been incredibly supportive throughout. It has honestly been a summer I will never forget!



MOLLIE WADSWORTH

Air BP Sterling Scholarship

This summer has been so special to me; completing a PPL has been a dream of mine since around age eight, so it was absolutely incredible to finally be able to do it. Thanks to my parents taking me almost every day, I was able to complete this in the space

of only two months. In that time, my experience of flying increased from three hours of air cadet experience flights to just under 49h, 11h of which were solo, which still puts the biggest smile on my face.

I started my training on 17th July and passed my Skills test on 14th September. I did this at Leeds East Airport (Church Fenton) with Yorkshire Aviation Academy, which is such a fantastic flying school. Those two months were the best of my life, with my first solo and the Qualifying Cross Country being my favourite highlights. My first solo was emotional, but it was brilliant, and it felt so unreal! For the QXC, I flew from Leeds East to Teesside to Gamston and back to Leeds East. It was amazing, and the feeling of completing that solo is impossible to put into words. The whole experience was one I'll never forget, and I hope it is the start of a future career in aviation. I'm so grateful to everyone who has supported me as thanks to them, I am able to say I have a Private Pilot's Licence (even before a driving licence!) which I still can't believe. □



SEEKING TRUE NORTH

By David Learmount

It may seem unlikely that any aviation professionals still do not know that the global industry is preparing to change its navigational heading reference from Magnetic North to True

North (Mag2True). In reality, however, there may be many such people, employed by airlines, airports, air navigation service providers and even some at national civil aviation authorities.

Using data gathered by a working party of the International Association of Institutes of Navigation - known as the Attitude and Heading Reference Transition Action Group (AHRTAG) - this article provides an update on the progress of research into options for managing the transition process. AHRTAG's work is being overseen by the International Civil Aviation Organization (ICAO).

Magnetic North, aviation's traditional heading reference, has always been shifting but, for reasons unknown, the shift has accelerated recently. Having to cope with this uncertainty has now become an expensive distraction, especially considering that modern navigation technologies already enable an alternative: using True North as the heading and azimuth reference. This eliminates the problems, the inaccuracies, and the associated ongoing costs of this constantly shifting reference.

CANADA LEADS

Canada's air navigation service provider (ANSP), Nav Canada, is the world's expert in coping with massive local variations between Magnetic and True North, because the geographical location of Magnetic North has traditionally been in its far north domestic territory. This has recently changed, however, with the magnetic pole now lying in the eastern hemisphere.

The maximum possible value of the variation between the two norths – 180° - occurs on the line between the geographic surface positions of Magnetic North and True North: anywhere on that line, an aircraft's magnetic compass will show north as south, and vice versa. For these reasons, Canada divides its domestic airspace into two sectors: Northern Domestic Airspace (NDA) and Southern Domestic Airspace. In the NDA the heading reference is True North, and the ANSP and all ground-based navigational aids and PBN procedures, along with charts and airports, reflect this fact. Meanwhile in

Canada's SDA, where changes in Mag/Tue variation are less pronounced, the heading reference – at present - is Magnetic.

If this sounds like a problem peculiar to Canada that others could ignore, a chart of global Mag/True variations shows burying one's head in the sand is not an approach that would work everywhere. The crews of long-haul flights in particular cannot ignore the inevitable changes in variation during a journey if they are navigating by Magnetic.



Flying over the frozen northern wastes – the ideal place for True North navigation (iStock)

HOW TO COPE

Canada's example provides a useful study in how aviators, including general aviation pilots, can – and do – cope. They routinely operate with the two different heading references and manage the change from one to the other when transitioning from SDA to NDA or vice versa.

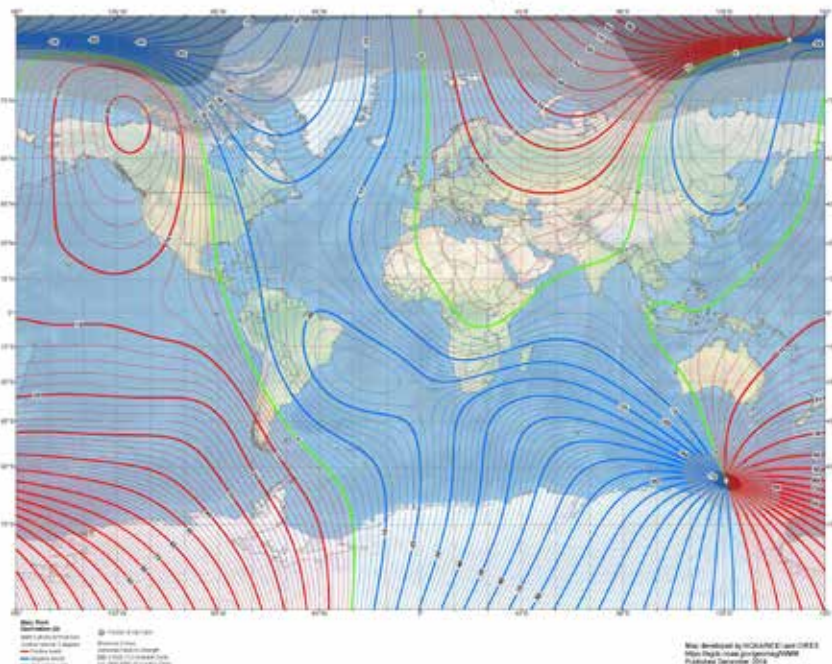
Basically, Canadian crews of aircraft with the latest avionics – including the latest triplex inertial reference units (IRU) as well as GPS - have no problems. Pilots flying classics, on the other hand, have to be familiar with the techniques of flying in an area where variation can change considerably on a single leg, especially flying across lines of longitude rather than along them. But this can be done, even with old equipment, and traditional navigation skills prevail.

Nav Canada leads the multinational AHRTAG which has been engaged for more than three years in a detailed study of the Mag2True transition and all its implications, technical and operational, and the progress of its work is being monitored by ICAO and aviation authorities around the world.

Nav Canada has its own True North Sub-Working Group, which has produced a Concept of Operations (ConOps) for transitioning the whole of Canadian airspace onto True North as employed in its NDA. This ConOps is, effectively,



US/UK World Magnetic Model - Epoch 2020.0
Main Field Declination (D)



This isogonal chart shows lines along which the local magnetic variation is the same. It shows where in the world the difference – in degrees – between a magnetic heading reference and a heading referenced to True North is a high number (red, positive, blue negative) and where the difference is small or even zero. Polar regions contain some massive differences, as does some of South America, Australasia and northern Canada and Siberia. It clarifies, particularly for crews flying long-haul, the changes in magnetic variation they and their flight management systems have to compensate for if they are using a magnetic heading reference. This chart represents the world magnetic field status in 2020, but it changes constantly.

duty to ensure aviation operations are "...as safe as reasonably practicable". Whittingham points out that, by staying with the Magnetic heading reference, "We are accepting errors that we can easily eliminate."

There are still voices expressing reluctance, but they are becoming fewer and, rather than stating outright opposition, they are mostly posing questions to bodies like AHRTAG about how to overcome anticipated transition problems and costs.

PLANNING FOR REVERSAL

Meanwhile the Polytechnic University of Bucharest's Faculty of Aerospace Engineering has proposed an examination of whether the recent acceleration in the rate of migration of the geographic Magnetic North pole might be a precursor to a reversal of the earth's magnetic poles. Indeed, it insists that contingency planning for such an event must be carried out, and it is doing just that. Existing geological evidence that the University is studying suggests that such a polar "flip" would not take place overnight, but might take about

a blueprint for the methodology that the rest of the world could adopt during transition to True North. Nav Canada has used the year 2030 in the ConOps simply as a target, as it needs a proposed transition date for budgetting.

BALANCE OF RISKS

The ConOps rationale for the change to True North reference is spelled out in this simple statement: "After the 1980s, as aircraft systems became more tightly integrated and digital systems developed, minor magnetic variation errors have become more than a mere distraction, driving a mismatch between the various navigation systems." Whatever risks might be involved in transitioning to True, the growing risks just described by Nav Canada's ConOps will outweigh them. Meanwhile AHRTAG - which has met monthly via webinars for several years – held a face-to-face meeting on 5th June 2023 at the Royal Institute of Navigation (RIN) in London and reported a growing international awareness of the desirability of change.

Indeed, Upper Freeman Dai Whittingham, a member of AHRTAG and chair of the UK Flight Safety Committee, observed at the RIN that failure to transition would be to ignore the UK Civil Aviation Authority's definition of its

100 years at the rate of 3°/year. No-one, even among the assembled experts, knows how soon such a cataclysmic event might happen.

Factors that have to be considered in the event of the Mag2True transition include aircraft equipment, airport signage, ground navigation beacon orientation, ANSP/ATC procedures, meteorological reporting, and aviation information service (AIS) updating.

Changes, where necessary, may often be adopted in advance, or switch-over prepared beforehand. Nav Canada, which has carried out airborne trials of options for transitioning to True, makes this observation: "In its simplest form, changing from Magnetic to True could be done in many aircraft avionics systems by setting the magnetic variation to '0'. Since all procedures and systems have been built by original equipment manufacturers (OEM) to a stable common reference (TRUE NORTH) and then converted to magnetic for end use, setting the correction to '0' will set the reference to TRUE. Databases for navigation now using standard 424-23 have recognized this concept since the publication of ARINC 424-20 many years ago."

MANAGING MISMATCHES

Speaking at the RIN meeting, Susan Cheng, a flight deck crew operations engineer at Boeing paints a picture of the potential for data mismatches that exists within all modern commercial air transport category aircraft when they use the Magnetic heading reference for navigation. As the Nav Canada ConOps paper has already stated, there is a potential for "...mismatch between the various navigation systems". Cheng points out that the main sources of potential mismatch are the magnetic variation (MagVar) tables that are part of both the inertial reference system (IRS) and the flight management computer system (FMCS). There is a need for the operator to update the MagVar tables regularly in both these complex interacting systems, so if they are updated late - or not at all - or if one table is updated and the other is not, the outputs can differ, confusing the autoflight systems. Also, other pilot tools like synthetic vision systems can be affected by mismatches. Nav Canada reports that it has investigated several operational incidents caused by just such inputs, but fortunately - so far - they have not led to accidents.

Operators of older aircraft clearly worry about the Mag2True transition challenge, but rather than threatening to veto it they have appealed for time and consultation to work out how best to cope. No-one is demanding that they – nor indeed the major airlines – give up their standby magnetic compasses, but organisations like GAMA (General Aviation Manufacturers' Association) and AOPA (Aircraft Owners and Pilots' Association) warn against forcing GA pilots – while flying - to read their standby compass, apply the local magnetic variation, and set their gyro-driven directional indicators (DI) to True. The potential for error, they argue, is high. Both are also nervous about GA aircraft fitted with horizontal situation indicators (HSI) slaved to flux valves that provide Magnetic headings. Their concern is the expense of fitting converters to make the HSI read True. Indeed, GAMA and AOPA say they would want to see a proper ConOps from ICAO for transition well before the Mag2True transition phase, to enable the industry to prepare. Meanwhile there are also those who accuse detractors of exaggerating the problems, and of ignoring the capabilities of Global Navigation Satellite Systems (GNSS), widely used by all sectors of GA.

GROWING SUPPORT FOR CHANGE

ICAO has, meanwhile, conducted a survey to measure the support for a Mag2True change. The Organisation reported that it received a robust response from more than half the contracting states. Among these respondents - which ICAO confirms came from all sectors of industry, including regulators – fewer than 10% were resolutely

opposed to it. Those most in favour included ANSPs and flight procedure designers. Air operators provided varied levels of support, but fewer than 15% actually opposed change. Indeed, there was a particularly high level of appreciation of "foreseen benefits".

ICAO also noted that many air operators say they already use True North procedures in remote and oceanic airspace, and in polar regions.

The industry's two most important demands to ICAO were for a clear transition plan supported by regulation and guidance, and for the transition to be well-coordinated across states, stakeholders and the military. In terms of timescale for implementation, most respondents said five to ten years to prepare is acceptable, which puts 2030 in the frame.



s time up for Mag North? (iStock)

Right now, a set of four objectives in advance of transition have been mooted: development of a global ConOps; development of strategies for implementing True North; analysing the potential safety risks and mitigations; and finally identifying the ICAO Air Navigation Commission Panels that will be impacted and propose tasks accordingly.

Nav Canada's own ConOps argues that the move to True is essential for aviation's future: "The case for converting to True as the datum for aviation instructions, procedures, and surveillance is clear, and the only problems would be those of practically implementing it. Whilst it would be a large-scale undertaking, it would also be a one-off operation which, once completed, would be final."

AHRTAG chairman, Nav Canada's Anthony MacKay, sums up the Group's conclusion: "The risks of change are known and manageable. The transition will require careful planning and implementation, most likely through ICAO. To remain on magnetic continues to allow a latent threat to safety to reside within our aviation safety system." Finally, ICAO's survey found that there is a very high understanding of the many benefits of a True North reference, including more accurate navigation performance and "...eliminating errors caused by MAGVAR". □

David Learmount was Air Transport Editor and Air Safety Editor of (and still contributes to) Flight international magazine, and has produced this article on behalf of AHRTAG..

NEW ZEALAND AIR ACCIDENT ANNIVERSARIES



By Rev Dr Richard Waugh

The New Zealand Region of The Honourable Company has been instrumental in working to ensure there are proper memorials for two airliner accidents.

Last year, 60th anniversary events were held for the Kaimai Range DC-3 accident. On 3rd July 1963 NZ National Airways Corporation Douglas DC-3 Skyliner ZK-AYZ, Hastings, on an Auckland-to-Tauranga scheduled service in very bad weather, crashed at 2,460ft, just below the summit of the Kaimai Range near Mt. Ngatamahinerua. All aboard (20 passengers and three crew) died. Just over 24h later, in continuing poor weather, a major search located the missing airliner. Helicopters were then used in the search and recovery operation, the first such occasion in a major New Zealand disaster. The subsequent Court of Inquiry described the main cause of the accident as being a strong downward current in the lee of the Kaimai Range. Contributing causes were: Capt Leonard Enchmarch being unaware of his true position; the decision of the civil aviation authorities to classify the Kaimai Range as non-mountainous; and misleading weather forecasting on the day. The Kaimai Range DC-3 accident continues to be New Zealand's worst internal aviation accident.



ZK-AYZ had been converted to Skyliner configuration with enlarged windows not long before the crash (Manning & Associates)

TWO MEMORIALS

In 2003 for the 40th anniversary I wrote a book about the accident (*Kaimai Crash – New Zealand's Worst Internal Air Disaster* ISBN 0-473-09542-4) and in my Guild chaplaincy capacity took initiatives to ensure there were permanent memorials to the accident. The local district council, Air New Zealand, local historical society, and the Guild all worked together to ensure that two bronze plaque memorials were unveiled. A smaller one, I dedicated by the wreckage in the very inaccessible high terrain, and a

larger one on the roadside at the bottom of the Kaimai Range and about 4km from the scene of the accident.

My wife Jane, an architect, came up with the idea of using Flight 441's seating plan to innovatively list on the plaque the names of the crew and passengers. Several hundred people gathered for the roadside service to remember those who died and to dedicate the plaque.



The roadside memorial dedicated in 2003 (Via Richard Waugh)

It was a sobering time to have so many families of the victims meet each other, often for the first time. There was national media interest about the accident and attention drawn to the special role of the new memorial to help remember the tragedy. In 2013 for the 50th anniversary I conducted a similar service. At both events Fly-DC3 of Auckland made available their DC-3 ZK-DAK for poignant fly-pasts at the close of the services.

FINAL FORMAL SERVICE

For the 60th anniversary it was considered that it would likely be the final time a formal remembrance service would be held. Local aviator Grant Horn, with considerable tramping/climbing experience, had occasionally visited the wreckage site from the early 2000s. Talking with others, including some bereaved family members, the idea developed for the 60th anniversary of retrieving some of the wreckage to place on display at the Classic Flyers Museum (<https://www.classicflyersnz.com>) at Tauranga Airport. In earlier years I had proposed a similar initiative and that a permanent display about the accident was needed at the Bay of Plenty museum.



Volunteer Gary Johnstone who helped 'rediscover' the wreckage (via Richard Waugh)

Grant worked with museum trustees and director Andrew Gormlie, and liaised with me and others. With some financial assistance from Air New Zealand and from the museum, and after wide consultation, it was decided to recover one of the engines and a mainwheel to be part of the new display. A Bell Jet Ranger was initially used to try and retrieve the half-

buried engine but it proved too heavy, so a larger Airbus Helicopters Squirrel was employed, assisted by many volunteers on site. At the museum the engine was cleaned and coated with a lacquer, and prepared for display.

A roadside 60th anniversary service was held at the main plaque on Old Te Aroha Road, including commending greetings brought by Capt Dave Morgan of Air New Zealand and Liveryman Capt Mike Zaytsoff, Technical Director of the Honourable Company (NZ Region). We then all drove over the Kaimai Range to Tauranga Airport. More than 200 people gathered at the Classic Flyers Museum for speeches by Andrew Gormlie and Grant Horn and the dedication of the new Remembrance Room by Catholic Bishop Steve Lowe. Bishop Steve is a good friend and an aviation historian (see his third level airline blog: <https://3rdlevelnz.blogspot.com>). Relatives of those who died were the first invited group to visit the new room and inspect the excellent work done by museum staff, with specific attention to 23 photographs of the crew and passengers and the engine. It was a highlight having present 86-year-old Sandra Saussey, widow of Capt Enchmarch, with members of her family. Mrs Saussey had read Psalm 121 during the roadside service.

The 60th anniversary events attracted national media attention and featured on the main television channels. In the commentary to media, it was emphasised about the lessons learnt from the accident and how safe New Zealand's main trunk and provincial scheduled services have been since the early 1960s. Certainly once again the Honourable Company had a significant pastoral role.

MT EREBUS CRASH

Likewise, the Honourable Company has given support in the advocacy for a national memorial to the Air New

Zealand DC-10 accident in Antarctica. This national tragedy occurred on 28th November 1979 when a McDonnell Douglas DC-10 ZK-NZP crashed while on a scenic flight into the north-facing slope of Mount Erebus in Antarctica. The magnitude of the accident with 257 fatalities (237 passengers and 20 crew) made it the world's fourth worst aviation disaster at the time. It remains the worst aviation accident ever in the Southern Hemisphere.

Beginning in early 2016, and helped by Liveryman Capt Allan Boyce and the Honourable Company executive committee, I began advocacy for a national memorial where all 257 names could be together. Finally in late 2017 the New Zealand Government committed to the project. However, for a number of reasons there have been several delays, including an unfortunate "not-in-my-backyard" protest by a local community group when a suitable site in central Auckland was selected. The Government, through its Ministry of Culture & Heritage, is again making progress on a new memorial site, and with necessary funding still in place. Developments are expected in 2024, the 45th anniversary of the accident. A further update will be shared with *Air Pilot* readers.



The recovered parts now on display, with photos of all crew and passengers, at Classic Flyers Museum, Tauranga Airport (Peter Layne)



Reverend Dr Richard Waugh is the honorary chaplain to the Honourable Company in New Zealand and a well-known New Zealand aviation historian. In 2023 Richard was elected President of the Aviation Historical Society of New Zealand (www.ahs-nz.co.nz) □

INTO THE OVERSHOOT

A round-up of less-formal items which have caught the Editor's eye



THE COMPANY IN CROSS-STITCH

The Mistress, Dominique Legat, writes: "Embarking on my role as Consort on March 21, 2023, was a source of great excitement, and I was deeply honoured to accompany Jonathan on this extraordinary journey.

"The opportunity to resume traditions and events that had been temporarily disrupted by the Covid-19 pandemic was a privilege we truly cherished. Indeed, these two years required us all to adapt to a new way of living, and in doing so, we discovered new avenues for personal growth and connection.

"Many of us embraced the challenges by finding solace in simple pleasures, such as becoming seasoned walkers and fostering neighbourly connections over fences. We

connected with friends and family through texts and social media. We delved into a plethora of television series and films, from the sublime to the obscure, and we explored the vast landscape of music programmes.

"Some of us, perhaps in a quest for domestic perfection, embraced the roles of "domestic goddesses" by meticulously cleaning our abodes from floor to ceiling. Gardens, too, underwent magical transformations, becoming spaces worthy of admiration and evoking images of the famed Chelsea Flower Show. However, these endeavours were not just diversions; they were testaments to our resilience and adaptability!

"Yet, my creative spirit yearned for more and led me to revisit a skill from my childhood, long dormant but still alive within me: cross-stitch. So, I embarked on the challenging task of creating a cross-stitch pattern derived from the emblem of The Honourable Company of Air Pilots.

"To preserve the utmost detail, I chose a canvas renowned for its even weave and structural integrity. This meticulous choice ensured that the intricacies of the logo would be faithfully represented, as the higher stitch count translated into a finer and more detailed final piece.

"It was quite challenging, but I completed the cross-stitched logo in six months, just in time to mark the end of the second lockdown. I had it professionally framed and presented to the Honourable Company of Air Pilots as a token of my cherished year as Consort." □

Dominique's cross-stitch crest now hangs in the Company's office.



A THUMPING GOOD YARN...

NASA's X-59 quiet supersonic research aircraft has been unveiled, newly painted, in preparation for its first flight. The centrepiece of NASA's Quesst programme aimed at demonstrating the potential of reducing supersonic boom to a "sonic thump", the X-59 features a 38ft (11.6m)-long nose, a horizontal shield under the engine tail-pipe and forward vision provided only by high-definition CCTV. If only that had been available 55 years ago, we might never have had a droop nose on Concorde... □

