



AIR PILOT



INSIDE

**AGM & INSTALLATION
BOAC'S BALL BEARING RUN
PLANNING A CENTENARY
ROYAL FLYING HISTORY**



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

DIARY



Applications for Visits and Events

Details and application forms for Company events and visits are now available only online – either on the website or via links in the electronic newsletter and events bulletins.

APRIL 2023

1 st	Company visit	Bentley Priory
11 th	ACEC	APH
13 th	GP&F	APH
16 th	APFC Freddy Stringer Lunch	White Waltham
19 th	Luncheon Club	RAF Club
19 th	Cobham Lecture	RAF Club
23 rd	APFC Start of Season Lunch	White Waltham
25 th	APT/AST	APH

MAY 2023

12 th	APFC Fly-in	Tibenham
18 th	GP&F	APH
18 th	Court	Cutlers' Hall
24 th	Company visit	Jet Age Museum
26 th	APFC Fly-in	Old Warden

JUNE 2023

1 st	Livery Dinner	Drapers' Hall
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Cover photos: Dassault Envoy IV CCI of No 32 (The Royal) Sqn (*Michael Alexander*); de Havilland DH.98 Mosquito of BOAC (*British Airways*)

Guidelines for submissions to Air Pilot

Please submit contributions as follows:

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



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A MESSAGE FROM YOUR EDITOR...



The aviation industry has always sought – and will always seek – improved efficiencies and economies, so “industry” proposals to further those goals by reducing, or even eliminating, pilot presence in cockpits should come as no surprise. As reported by the DAA(p20), some

manufacturers and airlines already have quite advanced ideas in this area, and the European Aviation Safety Agency (EASA) is evaluating those ideas.

Whether or not those ideas prove to be of merit or practicable, it needs to be remembered that the “industry” is not composed just of manufacturers and operators, but also of the people who fly and serve on their aircraft. It is one thing for an engineer in a design office to have complete faith in the reliability and invulnerability to unforeseen glitches of the latest systems, or for an operator to believe that a ground-to-air datalink will never drop out. It is a completely different thing for a pilot sitting alone (perhaps bored or even fatigued by that isolation) in a cockpit, or a cabin-crew member dealing with unnerved passengers, to cope with not having another pair of hands, eyes or ears, or another brain, immediately available to share a problem.

As the concepts of extended minimum crew and/or single pilot operations gain more traction and visibility, sincerely held views for and against such developments will inevitably be advanced, often with great passion. One of the greatest challenges in handling that debate will be to ensure that whatever decisions are reached, they are reached for the right reasons.

Crucial to that success is that the “industry” which is making those decisions has as an equal and integral partner the pilot community. Where manufacturers have technical expertise, operators commercial expertise and regulators administrative and legal authority, pilots are the ones who have the skills and experience of balancing the demands of all three in their daily working lives. They need to be on the inside helping to formulate the standards and regulations which will govern future air transport, not on the outside reacting to others’ decisions. That is a role for which this Company, with its broad, experienced and international membership, is admirably suited.

Allan Winn - Editor

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THE ANNUAL GENERAL MEETING

At the AGM of the Company, held at Merchant Taylor's Hall on 21st March, the new Master, Warden and Assistants were installed. The Company's annual church service had been held earlier at St Michael's Cornhill. Amongst the business conducted at the AGM was the adoption of the annual report and accounts, the latter summarised below.



The Court processes through the City on its way to the annual church service at St Michael's Cornhill



The new Master, Capt Jonathan Legat, with his consort Dominique



The Clerk, Warden John Denyer, IPM Robin Keegan, the Master, the Master-Elect Richie Piper, Warden Elizabeth Walkinshaw, Warden Steve Dean and the Beadle



FINANCE REPORT

*By the Hon Treasurer,
Liveryman Nick Goulding*

The Honourable Company's financial performance for the year ended 30th September 2022 was a very satisfactory operating surplus of 29.9% of total income compared with 15.9% in 2021. This increased percentage arose because of an additional non-recurring distribution from the Gladys Cobham Trust. A one-off legacy payment from the Estate of a former member's widow was also received but has been excluded from these results as the receipt was transferred directly to the Capital Growth Fund.

Total recurring income in 2022 was 10.5% higher than 2021 due largely to the additional income from functions and ceremonies as the restrictions caused by the pandemic eased. Some 52% of total recurring income arose from Quarterage and Livery Fines, with the balance received from the distributions from the Gladys Cobham Trust and the Company's investment portfolio, together with much-increased receipts from functions and ceremonies. These percentages exclude the additional income derived from the combination of the extra distribution from the Gladys Cobham Trust and the Legacy which, taken together, represented some 42% of total income.

On the expenditure side, total operating costs were approximately 30% higher than in 2021 but as indicated, this was largely due to increased costs of functions and ceremonies from the higher activity level in the year. As a substantial proportion of annual expenditure is recurring, there was no significant variance in cost levels for each category of expenditure between 2021 and 2022 with the major items in 2022 comprising staff costs (40%) and accommodation and administration expenses (22%). The other major items were AirPilot (10%), the costs of Functions and Ceremonies (17.9% before deduction of related income) and investment management costs (3.4%). Expenditures in the remaining cost categories were each individually smaller.

The Honourable Company's Income and Expenditure



The Assistants: (Back row) David-John Gibbs; Steve Durrell; Sam Waller; Ed Pooley; Dave Singleton; Seb Pooley; (Front row) Eleanor Ivory; Pat Voigt; Chris McGee and Barry Dale. (Missing: Steve Bridgewater; Kat Hodge; Pete Taylor; Mark Tousey and Chris Palmer)



The Company welcomes its new Master and his Consort to dinner in the splendid surroundings of Merchant Taylors' Hall

account also includes items which do not form part of its operating results but are dependent upon changes in the valuations of the investment portfolio managed by advisers, J M Finn. The Income and Expenditure account records separately the realised gains on disposal of investments in the year and the unrealised surplus or deficit on the annual revaluation at 30th September of the investment portfolio. Although a small surplus arose on disposals in the year, in line with general market movements, a substantial unrealised deficit arose in 2022 in contrast to the surpluses arising in 2020 and 2021.

The balance sheet of the Honourable Company increased in value between September 2021 and September 2022 by 9.7%. The largest category of assets in the balance sheet is the investments which represented 75.5% of total



The new Master-Elect Richie Piper



The new Warden Steve Dean

assets in September 2022. The balance sheet also includes the Company's share in the ownership of Air Pilots House representing 20.3% of total assets. The balance of 4.2% is made up of the net current assets.

OUTLOOK FOR 2023

Almost six months into the current accounting year and without any of the restrictions which had such a direct impact in 2020 and 2021 on the scale of the Company's activities, particularly functions and ceremonies, the income position has stabilised. However, the current increase in inflation levels is leading to a range of higher costs, including energy charges. Operating costs can therefore be expected to continue to rise over the next 12 months or more. It is difficult to quantify accurately the scale of cost increases for the remaining six months of the accounting year and beyond. However, the ownership of Air Pilots House enables far greater control over occupancy costs than previously. Therefore, despite the uncertain economic climate, a modest operating surplus has been budgeted for 2023 and should be achievable. The large operating surpluses recorded in 2021 and 2022 are unlikely to recur without additional one-off income from other sources including the Gladys Cobham Trust. □

The Clerk and Master with the Air Pilots House team – Eloise Cummins; Angie Rodriguez; Anna Sykes and James Ng



NEWS ROUNDUP



LUNCHEON CLUB: A HISTORY OF ROYAL FLYING

By *Liveryman Vic Flintham*

At the end of January members of the Company's Luncheon Club and guests were treated to a comprehensive history of royal flying by retired royal pilot Sqn Ldr Graham Laurie MVO. Having joined the Royal Air Force in 1964 he joined the Queen's Flight at RAF Northolt in 1984, the flight later morphing into 32 (The Royal) Squadron in 1995. On retirement Graham had accumulated some 13,500 hours in his log book, much of this time spent on some 2,200 royal flights, so he is well qualified not just to recount the history but also to explain how modern royal flying works.

While it would be amusing to envisage Queen Victoria as the first royal aloft under a balloon, in reality the first member of the royal family to fly was the then Prince of Wales in a Bristol Fighter during World War One. Prince Albert, later King George VI, learned to fly in 1919 but a medical condition determined that he could not fly solo. The future King Edward VIII flew regularly, and in November 1929 made his first solo flight in de Havilland DH60M Moth G-AALG at RAF Northolt. The Dukes of Kent and Gloucester also learned to fly on the aircraft. Later the Prince flew a range of aircraft culminating in two DH89a Dragon Rapides bedecked in the colours of the Brigade of Guards.

The King's Flight was formed on 20th July 1936 at RAF Hendon with Airspeed Envoy G-AEXX under Wing Commander Edward Fielden, just months before the abdication of Edward VIII, moving to RAF Benson shortly after the outbreak of war in September 1939. Equipped with a de Havilland Flamingo, DH89a Dominie and Lockheed Hudson, the Flight was disbanded in February 1942 to be reformed at Benson in May 1946 with several twin-engined Vickers Viking VVIP airliners. Fielden was still involved but the new OC was Wg Cdr Bill Tacon (the Clerk's father). The King died in February 1952 but the Flight was not formally renamed Queen's Flight until 16th November 1953, some five months after the coronation of Her Majesty Queen Elizabeth II.

Aircraft operated were the Viking, de Havilland Heron, Hawker Siddeley Andover and BAe 146, and later with 32 Sqn, the Hawker-Siddeley HS125. Prince Philip learned to fly at White Waltham first on the de Havilland Chipmunk

then the North American Harvard, and later piloting the Dove, Heron and 146, stopping flying at the age of 75. As is well known, the future King Charles III learned to fly, completing the course at RAF Cranwell, while his sons both took the helicopter route. It was no surprise to learn that the monarch and heir to the throne are never allowed to fly in the same aircraft.

Westland Helicopters were added from 1954 with, first, a Dragonfly, then successively Whirlwind through several marks, Wessex from April 1969 and, after the last royal Wessex sortie on 31st March 1998, the Sikorsky S-76C operated under commercial contract. Our speaker was circumspect in referring to the privatisation of royal flying while noting that for many longer overseas trips the Queen flew on chartered commercial aircraft or a spruced-up Vickers VC10 of 216 Sqn, although she was also flown in Royal Australian, Canadian and New Zealand Air Force VIP transports when appropriate.



Westland Wessex HCC4 of The Queen's Flight, 1981 (V Flintham)

Graham contrasted the very formal capital-capital flights with the much less formal visits to the outback. He obviously had a high regard for the late Diana, Princess of Wales, who undertook a number of less formal flights (sadly it was Graham who had the duty of flying her body from Paris to Northolt). He ran through the very detailed preparation for these trips undertaken by Queen's Flight personnel in order to check out airfields, fuel availability, air traffic control and security. All aspects could be challenging, not least refuelling the 146 from 45gal (205l) drums, a task that took nine hours! In summary the Club was entertained to a first-class history of royal flying with appropriately discreet explanations of how these special missions were flown. □



Assistant Seb Pooley (l) and IPM Robin Keegan (r) with the Dawn-to-Dusk winners

THE ANNUAL DAWN TO DUSK COMPETITION AWARDS DINNER

By Assistant Sebastian Pooley

On 9th February, the RAF Club was host to the 52nd International Dawn to Dusk Competition Presentation Dinner. The competition is now in its 59th year and was conceived by our late Patron, the Prince Philip, Duke of Edinburgh along with Norman Jones, the then Chairman of the Tiger Club.

The competition is open to all pilots and all aircraft types. Last year saw the first electric aircraft and gyrocopter entries and in previous years, a floatplane (perhaps time for another Master Elect?). You pick a theme or objective for your flight, plan it, fly it and submit a log to a team of expert judges.

Last year saw 11 entries compete for the prestigious Duke of Edinburgh trophy. The themes were fascinating and varied, including a tour of the lighthouses of Devon & Cornwall, flying under the midnight sun in Norway, visiting most airfields in 24h and overflying 282 Munros in Scotland. Many entries include a fundraising aspect and this year over £5,500 was raised for a number of charities including four Air Ambulances.

The Guest of Honour for the evening was then-Master, now IPM, Robin Keegan who kindly presented the awards to the deserving winners.

The competition has many connections with our Honourable Company. Many members including Past Masters will have fond memories of taking part. A number of the judges are members - Assistants Sebastian Pooley and Katharine Hodge, Liveryman Peter Benmax (who has just celebrated 35 years as a judge) and Freeman Ian Seager. The fifth judge is Tim Dawson, owner of SkyDemon, a previous recipient of the Company's Sir James Martin award.

For Company members who would like information on taking part in this year's competition, which closes on 30th September, go to www.pooleys.com/dawn-to-dusk/

It is the perfect opportunity to further your flying, to expand your horizons and gives you the excuse you need to have the flying adventure you have always wanted. Why not give it a go! □



The Company's IV(AC) Squadron RAF affiliation started back in 1987 when PM Robert Pooley, who had served as an airman on the Squadron during his National Service, invited Roger Gault, as its incoming Officer Commanding, to agree to an affiliation between the Guild of Air Pilots and Air Navigators (GAPAN) and the unit. Not knowing anything about GAPAN, Wg Cdr Gault was invited to attend a Trophies and Awards Banquet in the Guildhall where he met the members of GAPAN at a very convivial Dinner. The invitation was accepted immediately, and our affiliation has remained ever since, during which time our members have enjoyed frequent visits to the Squadron and also entertained many members of the Squadron at Air Pilots functions. After 35 years as the Company's point of contact, PM Gault has decided to hand over his duties to another past member of the Squadron, Assistant Pat Voigt: they are seen here at last year's T&A Banquet with Wg Cdr James Boning, current OC of the Squadron. □

INTER-LIVERY SKI CHAMPIONSHIP 2023

By Liveryman Paul Smiddy

This ski competition, organised superbly by the Ironmongers was held, as ever, in Morzine over three days at the end of January. The Air Pilots contingent was much depleted from previous years, with the usual suspects from the younger end of our membership unable to attend. Racers were Freeman Ian Palmer, over from his Majorcan flight school, and Liveryman Paul Smiddy, (not so) fresh from another event in Austria. We were joined by Tina Smiddy and Liveryman Caroline Gough-Cooper (not racing this year). Last year's event was cancelled at a week's notice because of Covid-19 concerns, although most of we Air Pilots crew did go anyway.

This year, therefore, there was something of a build-up of pressure in wanting to meet (and ski against) friends. Hence, although snow conditions were somewhat scratchy, the atmosphere was sparkling. A slalom provided the seeding for the main event, the Grand Slalom. Ian came a creditable 33rd out of 182 competitors.

For the past few years the organisers have chosen to support a charity called Snow Camp (<https://www.snow-camp.org.uk/>) which seeks to bring the joys of winter sports to disadvantaged city children. In January this was via funds raised in sponsoring teams in a so-called Triathlon. Your aged correspondent heard about this with some trepidation: a ski race (skating round a circular track, with an uphill section), a

snow-shoe race up a piste and back, and finally some target shooting with laser rifles. Only the last could be described as fun for those of a certain vintage.

As there were only two of us, we were joined by Claire from the Farmers, a jolly soul and, more to the point, used to physical activity outdoors, and Piers from the Coopers, who was quite nifty on two planks. Moreover, he had an aviation connection: during his career in the Civil Service, he had acted as Personal Staff Officer to at least one Chief of the Air Staff, AVM Sir Jock Stirrup.



Paul Smiddy and Ian Palmer dressed to thrill

At the prize-giving on the final night we shared a long table with the Mercers, so noise levels rose more than a touch when the prize for the fastest lady under 40 went to Jessica of that company. Our trophy for the best improvement since last contest went to Duncan Simms of the Entrepreneurs. Then the Snow Camp Triathlon results were announced: the winners were the Mercers - loud applause. And second prize went to... the Air Pilots (+ Farmer + Cooper) - a crescendo. □

GAZETTE

APPROVED BY THE COURT 9 MARCH 2023

ADMISSIONS

As Upper Freeman

Russell Clint ANGUS (OS)
Warwick Anthony BOWEN (AUS)
James BROOKS
Cary Arthur CRAWLEY
Connor Iain DEFALCO (HK)
Mark John HAYWARD
Cedric HOFFMANN (OS)
Phillip Martin KALOWSKI (NA)
Benjamin MURPHY
Matthew Charles WILCOCK (NZ)

As Freeman

Stephen John BATCHELOR
James BERRY

Jordy-Xavier BLACK
Alexander BOLE
George Adam Robert DRUTTMAN
Alexander EL KHAWAJA (OS)
Laurence Christopher Tyacke GEORGE
Adam JACKSON (NA)
Gavin Hadyn JOHNS
Tom Woodward MACLEAN (AUS)
Jacob Lauritz MÜLLER (NZ)
David Martin PITMAN
Christopher Stephen RAY
Andrea SENIA (OS)
Jonathan Spiteri TERRIBILE (OS)
As Associate
Robin Paul BOOTH
Xavier Tomas BRITZ
Holly Jade HANCOCK
Joshua LOADER
Nathaniel McMURRAY
Katherine Emily MOLONEY

ACKNOWLEDGED BY THE COURT 9 March 2023

REINSTATEMENT

As Upper Freeman

Andrew MACMILLEN

As Freeman

Karen Beverley EDIE

As Associate

Sorcha DIDIER
Thomas SMART

REGRAIDING

To Livery

Mark SUTCH
Harry KING
Paul ATKINSON
Ian MELIA

DECEASED

Peter DAVIS
Andrew EDIE

RESIGNATIONS

Martin BAGGALEY (HK)
Gareth BLISS
Luke COOPER-BERRY
John GROVES
Brant GUMBLEY
Michele MACLEOD
David MAWSON
Daniel McCORMACK (NZ)
Andrew MILLER
Eric SCOTT (NA)
Stephen SKINNER
Peter TEICHMAN
Jeremy TROUGHTON
Bruce WYATT (OS)





MASTER'S MESSAGE

By The Master, Capt Jonathan P Legat

After several years of eager anticipation, I have now assumed the mantle of Master of this Honourable Company. In the last few months, I have oscillated

between enthusiasm and trepidation, but I am happy to report that enthusiasm has won.

First, I must thank our IPM Robin Keegan and his Consort, Eileen. I am indebted to them for the sound advice and wisdom they have given me in my journey as Master Elect, and am greatly reassured that I will continue to have Robin by my side throughout the ensuing year.

I thought I would give you a brief insight into my duties, which started some time ago in my year as Master Elect, the most significant event being 'Dinner with Alderman Nicholas Lyons', who was at that time Lord Mayor elect. It was held on 8th September last year at Chartered Accountants' Hall. Dominique and I arrived in good time and went downstairs to change into our finery (a black-tie event). On coming back upstairs we were met with very glum faces and told that the Queen had died. The dinner went ahead, as it was all ready and waiting, in very sombre mood and understandably all the speeches were cancelled. Then in February this year and now installed as Lord Mayor, Nick Lyons held a 'Private Lunch' to finish what we had started in September.

LORD MAYOR'S SHOW

In November I represented the Company in the Lord Mayor's Show accompanied by Warden Elizabeth Walkinshaw and Assistant Steve Durrell. We 'high-fived' with the children lining the route on our way to HQS Wellington, the floating Livery Hall of the Honourable Company of Master Mariners, before a return parade to the Guildhall.

The following day was Remembrance Sunday and I had been invited to represent the Company at Westminster Abbey. After a short ceremony in a remote cloister

where seven of us laid wreaths in a discreet ceremony, we processed with the clergy and choir to be seated in the choir stalls. Towards the end of the service we again processed, this time, to my great surprise and, indeed, honour and privilege to form the seven-person Guard of Honour at the tomb of the Unknown Warrior for the two minutes' silence at 11 am.

As IPM Robin Keegan mentioned in his last Master's Message, our annual Carol Service was cancelled due to the rail strikes. I am hopeful, as I am sure we all are, that industrial issues will be resolved and our events will not be affected by strikes this year.

COURT ELECTIONS

I am delighted that Captains Chris McGee and Steve Durrell, Commodore Chris Palmer and Sebastian Pooley have been re-elected to the Court and that they are to be joined by Dr Eleanor Ivory and Grp Capt Baz Dale as the new Assistants. It is sad to see that Zoë Gell decided not to stand for re-election; thank you, Zoë, for all your hard work on the Court and I am heartened to see you



The London Air Ambulance will be the Master's Charity for the year (London Air Ambulance)

are still in command of the Air Pilots Schools Gliding days. I am delighted that Wg Cdr Steve Dean has been elected as our new Warden and am pleased that the balance between civil, military and private aviation on the GP&F is being maintained. Warmest congratulations to all the successful candidates and I look forward to working with you, feeling sure that we will have a good year. For those who were unsuccessful this time around, please try again next year.



This time last year Robin, as Master, wrote of the unjust way the Russian military was attempting to invade Ukraine and then in his message in February this year he referred to it as the most cowardly form of warfare. We all wait to see if we are going to supply the Ukrainians with aircraft and what the support logistics would look like. It is a source of great sadness that this war is ongoing, and I sincerely hope that the conflict is satisfactorily resolved as soon as possible.

I have already referred to the sad loss of our beloved Queen Elizabeth, but I now look forward to our Patron His Majesty King Charles' Coronation as our new Monarch in a few weeks' time.

THEME FOR THE YEAR

I am often asked what my theme will be for my year as Master: being very much a straight-and-level sort of person, much as I like the idea of aerobatics, aerobatics does not like me. I am keen to avoid rocking the boat (apologies for the mixed metaphors) and I am not interested in change for change's sake; rather I am keen to embrace change in the pursuit of progress.

In the hustings for Warden several years ago, I said that I do not like to use the phrase 'giving something back'; I prefer to say I want to give something to the future. With that in mind, the future of our Company, and aviation in general, is in the hands of our young people - those whose burning ambition to become aviators is yet to be realised. It behoves all of us to do what we can to encourage and facilitate the realisation of their dreams whenever we can. I am confident that the hard-working organisers of our Schools Gliding days, Gliding, PPL and Flying Instructor scholarships, to name but a few, are promoting the right message. To make this a success I need your help, the help of each and every one of our members, I am sure I can rely on you all.

As Master I believe my role is very much ambassadorial: I intend to spread our message throughout the City of London Livery Companies, and ensure that our message is heard in the Government, CAA, AAIB etc, in similar bodies in the countries where we have our overseas branches and, indeed, wherever else our message should be heard.

For the Master's Tour this year I am planning to visit North America in the summer, trying not to clash with the Experimental Aircraft Association's AirVenture at Oshkosh, which will give me the opportunity to visit the National Transportation Safety Board as well as the other usual organisations. Later in the year, during autumn, I will go to the Asia Pacific regions, which hopefully will include Hong Kong now it has relaxed its Covid-19 restrictions.

Each year the Master nominates a charity he would like

the Company to support during his year. My favourite charity is the Royal National Lifeboat Institution, but as it is relevant to neither the City of London nor aviation, instead I have decided to continue with the London Air Ambulance (as it was for Robin's year). The LAA recently launched a two-year Up Against Time Appeal to raise the £15million required to replace its two helicopters; this is in addition to the £10million or so it needs annually to keep these aircraft flying. I am very happy to support this cause.

VISITS AND EVENTS

I want to take this opportunity of shouting out to our UK based members - Overseas members, please indulge me for a moment. Members in the UK have the unique opportunity of taking part in the Visits and Events so expertly organised by David Curgenvin and his team. The



Visits – use them or lose them! (Vic Flintham)

work David puts in is indeed enormous and, in large part, goes unsung. We, the Company, have moved into the 21st Century in the sense that booking these visits and events is now done online. As aviators - and you are all Aviators to be members of this Company - I am confident that you are technically capable of finding these events on our website and making your bookings. Every eNewsletter we send out has a link to Visits and Events at or near to the top of the page. Please don't ask me set up a training department to teach you how to do this: you are all technically minded and perfectly capable of completing this task – you would not want to be called into the Chief Pilot's office to explain why you have not mastered these skills, I am sure! If David does not get the support he needs we will lose these visits. Please go online and book your places early.

In conclusion, I would like to express my sincere thanks to our Learned Clerk, Paul, for all he does for the Company and particularly for preparing me for my important role; and to the rest of the Secretariat, alphabetically, Angie, Anna, Eloise and James, thank you.

Fly well, and as my mother always said to me,

“Happy landings”.

□



PROFILE: NEW MASTER CAPT JONATHAN LEGAT

For Jonathan, his first visit to Heathrow, as a very small boy, was the day he announced: "I am going to be a pilot". In that brief encounter he'd got the bug; nothing deviated him from that goal and

he has now been flying for over 50 years.

At school Jonathan was something of a runner, competing in the English Schools' Cross-Country Championship at the age of 16 and becoming Captain of the school Cross Country team, and in athletics won the Surrey Schools 800m, a few years before Seb Coe, also finding time to found the school Tennis Team. With the school choir he performed Bach's *St Matthew Passion* in St Paul's Cathedral and St John Passion in Chichester Cathedral and many other choral services at St John's College Cambridge, and Canterbury Cathedral. He won Cadet of the Year in the Proficiency A tests, learnt the fife and bugle in the Corps of Drums and in his final year at school was Drum Major. Through the Combined Cadet Force he was awarded a Royal Naval Flying Scholarship and, after A-levels, finished his PPL at Roborough. Jonathan then flew privately at Biggin Hill, until he started his cadetship at The College of Air Training, Hamble.



George Harrison was a passenger on this Cessna 500 (Rob Hodgkins)

CABIN CREW

Upon graduation there were no flying jobs with British Airways so, somewhat reluctantly, he accepted the airline's suggestion of becoming Cabin Crew. Following six very instructive months in the 'back end', in quick succession he found a job on a Piper Aztec at Hull and then a Cessna

Fanjet 500 Citation at Heathrow as FO with IDS Fanjets. Jonathan says his only real (rather tenuous) claim to fame was when George Harrison, yes, the George Harrison, asked him for his autograph.

A year-and-a-half later Jonathan moved to the fledgling Air Europe on the Boeing 737. The training was completed at Boeing, Seattle, where he had the unique opportunity of seeing the airline's first aircraft being built. Back at the home base of Gatwick, Jonathan was soon given the task of teaching new joiners the Company's Flight Deck Management and Checklist philosophy. Jonathan enjoyed six-and-a-half years flying around Europe before moving to Hong Kong to join Cathay Pacific as First Officer on the Boeing 747 'classic'.



Jonathan saw this Boeing 737 being built, then flew it (Rob Hodgkins)

IN COMMAND

After four years in the right-hand seat he completed his Command course; three years later, he transferred to the 747-400 and was soon promoted to Training Captain. Jonathan spent a year as Deputy Flying Training Manager 747-400, then four years as Deputy Chief Pilot (Boeing), which covered both the 747 and the 777, and promotion to Senior Training Captain. On returning to the line, he continued as a Management Check Captain and member of both the Standards and Certification & Qualification Panel teams.

After nearly 25 years in Hong Kong, he returned to the UK, still with Cathay, based at his beloved Heathrow, and with over 27 years on the 'Jumbo' under his belt he transferred to the 777 as Training Captain. He retired from professional flying at the beginning of 2018 having flown almost 25,000 hours.



The Master's pet – the Boeing 747-200 (Cathay Pacific)

In 2021, still suffering from the flying bug, he took to the air again, this time in a Fuji FA200. He subsequently gained a Single Engine Piston rating, something which hadn't existed the last time he had flown a light aircraft, a share in the Fuji, and participated in several of the Air Pilots Flying Club fly-ins.

HISTORY IN THE COMPANY

Jonathan joined GAPAN 20 years ago and took Livery in 2014; he was elected to the Court as an Assistant in 2015 and re-elected in 2018. For three years he was Chairman of the Aviation Careers and Education Committee, and represented the Company in the Livery Schools Link. He

is currently on the committee of the Air Pilots' Flying Club. Jonathan and his wife, Dominique, live in a small village near Winchester; they have a daughter who works in Corporate Intelligence (she must get it from her mother!), a cat from France and around 30,000 bees. His hobbies include skiing, (for some years he was a Rep and Party Leader for the Ski Club of Great Britain and later completed the instructors course with the British Association of Ski Instructors), cycling and riding his motorbike. He plays flute (quite well) and saxophone (badly) and particularly enjoys watching Formula 1, rugby and cricket. □

APPEAL: THE AIR PILOTS BENEVOLENT FUND

Many of us have been fortunate to have had tremendous careers in aviation. There are other aviators or Company members who have been less fortunate. This may have been due to a combination of factors such as ill health, domestic issues or redundancy. The Air Pilots Benevolent Fund is the Honourable Company's charity that, wherever possible, aims to provide much-needed support to pilots and members of the Company who find themselves in need.

In a recent case, as an example, the Benevolent Fund was contacted by a local charity which was dealing with a former professional pilot who had, through terminal illness, become unemployed but had felt unable to claim benefits. Eventually his savings ran out and he fell into debt. His central heating boiler was condemned and he could not afford the cost of repair. In the meantime his health continued to decline. After establishing the facts of his situation the Benevolent

Fund, in a joint effort with the BALPA Benevolent Fund, was able to clear his debt, facilitate his boiler replacement and pay his ongoing energy bills.

The fund's Almoner requires full financial disclosure before the need for support can be evaluated but when we do offer assistance it makes a significant difference to the recipient's life. The Benevolent Fund's ability to continue this work depends upon the generosity of members of the Honourable Company. Please consider a donation. All contributions or bequests, no matter how small, are gratefully received and will help us to provide support for those who find themselves in difficult circumstances. Donation forms can be found on the Company website at <https://www.airpilots.org/what-we-do/trusts/the-air-pilots-benevolent-fund/> and, as ever, Gift Aid can be used to enhance the value of your donation by 25p for every £1 given. □



PROFILE: NEW WARDEN STEVE DEAN

Steve Dean has had a passion for aviation since he was a small boy. During a 31-year RAF career as a fast jet pilot, he flew over 150 combat missions in the Panavia Tornado GR1/4

during his 11 operational tours in Iraq and Afghanistan, including the second Gulf War in 2003. He was also an instructor and examiner and latterly spent several tours in the Ministry of Defence. Since leaving the RAF in 2017, he has worked as a project manager for several charities, most notably delivering the £31 million British Normandy Memorial on a 55-acre (22ha) site in France. He has held a PPL since he was 17 years old.



It all started at Cranfield in 1985

When he was 15, Steve applied to the RAF for sponsorship through his A-levels. The award included 30h of flying instruction and £1,500 cash which he used to pay for a skiing holiday and also to finish off his PPL, which he gained in the same week as passing his driving test. Although he was keen to join the RAF, during his A-Levels he saw an article about University Air Squadrons in *Flight International*, which suggested that students who had completed the whole UAS training course were more likely to succeed as fast jet pilots. He therefore re-applied to the RAF and was awarded a University Cadetship to study computing at the Royal Military College of Science, Shrivenham, completing his flying training with Oxford University Air Squadron on the same intake as the current CAS, Sir Mike Wigston.

TORNADOS

After gaining his wings, Steve was role-disposed to the Tornado GR1, completing training at Cottesmore and Honington before being posted to 17(F) Sqn in Germany

in the strike/attack role. During his Tornado training courses and on his first tour, Steve was crewed for several years with the same navigator, Flt Lt Dave Williams, who was tragically killed along with his pilot, whilst flying on a different squadron to Steve, when his Tornado was shot down over Kuwait on the night of 22nd March 2003.



With the Tornado GR.4 in Gulf War Two (R Spencer)

When he left Germany, on completion of the Central Flying School instructors' course, Steve was posted to London UAS, flying the brilliant Scottish Aviation Bulldog, until after the award of his A2 instructor category when he returned to his old unit Oxford UAS as its chief instructor. He really enjoyed this tour, teaching elementary students the language of aviation as well as the skills.

Tours on 11(AC) Sqn and 1X(B) Sqn followed, flying in the reconnaissance and Suppression of Enemy Air Defence roles respectively, split by a staff tour at High Wycombe after his promotion to Squadron Leader. Overall, he flew more than 2,000 hours on the Tornado, instructed and examined in both front and back seats, day and night and, in addition to his operational deployments, exercised in many places including: France; Germany; Spain; Portugal; Cyprus; Italy; Hungary; Singapore; Canada and the USA, where he was lucky enough to fly on Exercise Red Flag at Nellis AFB on four separate occasions.

In 2007, he was posted to the MoD briefly before being promoted and sent to staff college for a year on Advanced Command and Staff Course 12, back at Shrivenham, where he attained an MA in Defence Studies. This was followed by a command tour at RAF Cranwell as OC Ops Wing where he was able to fly the Hawker Siddeley Dominie, Beech King Air, BAe Hawk, Shorts Tucano and Grob Tutor – the latter under the supervision of PM Nick Goodwyn, OC 115(R) Sqn.

Following this tour, he returned to MoD in Finance and Military Capability (Air) until the directorate was

re-organised and he moved to the strategic planning team in the Operations Directorate. This was a really interesting job, which involved identifying and developing the contribution that the UK military might make to support UK Government policy in the event of a crisis somewhere in the world. During this time, he also organised and ran planning exercises and training in China, Japan, Korea, Nepal, Germany, France and the USA.



Joint exercise with the Chinese Naval Academy, 2016

NORMANDY MEMORIAL

After such an exciting and rewarding job, Steve decided that it was time to leave the RAF. During his resettlement, he was approached by the trustees of the Normandy Memorial Trust, who were looking for a project manager to deliver the British National Memorial in Normandy, France. In the beginning, they didn't have a set location or planning permission, just a £20million grant from the Government, taken from the LIBOR banking fines. The Memorial opened to the public on 6th June 2021, and Steve is still involved in the operational management of the site. (<https://www.britishnormandymemorial.org/>)

As the Normandy construction was drawing to a close, Steve was asked by the trustees of the National Spitfire Project, a charity set up to build a monument to the iconic

aeroplane and everyone involved in the Spitfire story, including all 31 nations which operated Spitfires, to manage this venture. The design is a



Something different – flying the North American P-51 Mustang

1½-scale stainless steel Spitfire, atop a 40m tall vapour trail, banking out over the River Test in Southampton, the home of the Spitfire. Its purpose is to commemorate those who saved Britain in its time of need, to celebrate our engineering and ingenuity, and to inspire future generations. (<https://nationalspitfiremonument.com/>)

It is inspiring future generations, and helping aviators to develop, that has underpinned much of Steve's work within the Company. Having joined the Company in 2013, he soon got involved with the scholarships team, progressing from sifting to interviewing over the next few years, and he took the Livery in May 2017. During lockdown, he joined the Young Members Development Committee, and also wrote a handbook for the Company's PPL scholars, published by Pooleys. In 2021 he was elected as an Assistant to the Court, before becoming chair of the Aviation Careers and Education Committee. He is also a director of the Livery Schools Link charity.

Steve is married to Caroline, a partner in a large national law firm, and they have two children, Matthew and Rachel. When he does have any spare time, he is a member of two flying groups, and enjoys golf, skiing and photography but not all together: if it is raining, he can be found in his garage tinkering with the Caterham Seven sports car which he built. □

SSAFA 13 BRIDGES CHALLENGE

You will see elsewhere in the magazine, an appeal for donations to the Air Pilots Benevolent Fund (APBF). The APBF works quite closely with a number of other charities including SSAFA (the Soldiers', Sailors' & Airmen's Families Association). Without wishing to dilute any contributions that might be made to our own charity, SSAFA is holding its 13 Bridges Challenge on Armed Forces Day, Saturday 24th June. This involves a sponsored 10mile (16km) scenic walk across all the London bridges between Tower Bridge

REGISTER AT
**SSAFA.ORG.UK/
13BRIDGES2023**
or scan this code:



and Battersea Bridge. Entries cost £10 and need to be made on the SSAFA website, which also allocates staggered starting times.

www.ssafa.org.uk/13bridges2023

IPM Robin Keegan □

ASSISTANT ELECTIONS

By The Editor

In the recent Court elections whose results were announced at the AGM on 21st March, two Assistants were newly elected and three re-elected.

NEWLY ELECTED



Grp Capt Barry Dale is Commandant of 2 Flying Training School RAF, and is also the Aviation Delivery Duty Holder for RAF Gliding, as well as being Head of Establishment and Station Commander for five small RAF Stations, 10 Volunteer Gliding Squadrons, and eight Astra Ground Schools. Having joined the RAF in 1990, he

served four tours as a Panavia Tornado GR1 & GR4 Pilot and in 2011 served in Afghanistan with the US Marine Corps before commanding 72 (Fighter) Sqn 2012-14. In 2003 he was awarded a Queen's Commendation for Valuable Service (QCVS) for directing air operations over Northern Iraq,



Dr Eleanor Ivory is an aeromedical examiner with a part-time practice (Marlborough Aviation Medical) and a non-flying medical role within British Airways. She qualified in medicine in 1984, and has been a CAA Medical Examiner since 2003.

She undertook commercial pilot training 2000 - 2002, but with the downturn in the aviation industry following 11th September 2001 she returned to medicine for two years as a medical officer for NATS. In 2004 she joined bmi baby to fly the Boeing 737, and in 2006 moved to bmi Mainline to fly the Airbus A320 before moving in 2012 to British Airways.



RE-ELECTED

Capt Stephen Durrell, a retired British Airways Boeing 777 captain who serves as Leader of the Careers Promotions Team and as a member of the Aptitude Assessment Team. A member of the Company since 2010

and a Liveryman since 2018, he was first elected as an Assistant in 2020.



Capt Christine

McGee is a corporate aircraft captain and a consultant with CAM Air Management Ltd who joined the Company in 2015 and became a Liveryman in 2019. She served on the Pilot Fatigue Working Group 2015-16, and has been a Trustee and the

Secretary of the Air Pilots Benevolent Fund since 2019. She is also a member of the CAT Safety Network, the Space Technical Group, the Airspace Technical Group and the Careers Promotion Team.



Cdre Christopher

Palmer is a Gentleman Usher to HM The King and is Chairman of the Trophies & Awards Committee, which he originally joined in 2002 as a service co-optee. A Royal Navy Observer from 1976 to 2009, he joined the Company in 2004, was

raised to the Livery in 2009 and immediately applied to become an Assistant.



Sebastian Pooley is Managing Director of Pooleys Flight Equipment Ltd and a director of Air Pilot Publishing Ltd and Pooley Sword Ltd. Having joined the Company in 2007 and becoming a Liveryman in 2009, he was Chairman of the GAPAN Young Members (Young Air Pilots) from 2012 to 2014. As

well as chairing the Centenary Steering Committee, he is a member of the Audit Committee and is a Trustee of the Air Pilots Trust. □

REGIONAL REPORTS

North America



By North America Region Chairman, Liveryman Simon Laurence

Covid-19 subsiding has given the Region an expansion across almost all sectors of aviation. We continue to experience some supply chain and staffing issues, yet most aviation ventures in the region are reporting record profits.

With more and more people getting out of their homes from the previous two to three years of "Covid-19 hibernation", student pilot starts in the USA saw an increase for 2022, although new commercial licenses in Canada have fallen by 80% since 2019. Despite these mixed results for the region, new pilots are definitely needed, and I thought it might be interesting to find out from current flight instructors what they were experiencing in primary instruction with new candidates.

I recently contacted four flight instructors. Freeman Belinda Scott, who is member of the NA Region and co-writes some of the Region reports from Vancouver, BC and Clay Edwards a CFI in Richmond, VA, are both instructors on powered aircraft. In addition, I went out to my local glider port, Merlin Airfield, and spoke to the Chief Instructor, Paul Roberts and one of the CFIs, Dave Reilly. I spoke separately to the powered and glider instructors but asked both groups similar questions.

TOP THREE ERRORS

I started the discussion by asking what were the top three student errors the instructors were observing. Interestingly, the powered CFIs saw generic instructional errors while the glider instructors highlighted specific aircraft flying issues.

The powered CFIs saw:

- Lack of preparation - failing to study sufficiently for the upcoming lesson, not reading the material prior to a lesson, wanting the instructor to "spoon-feed" them;
- Lack of initiative - forgetting procedures, not thinking "outside the box", which can also be tied to lack of preparation;
- Lack of motivation - the assumption was there was a lack of the "love of flying" that many of us have for the business. The instructors did see many students who are motivated, but also quite a few who didn't seem to have the "drive";

The glider CFIs saw their top three issues as:

- Aircraft control - being behind the aircraft, not using rudder pedals, not responding quickly enough and speed control.
- Manoeuvres - regression from previous lessons. This results in the instructor needing to determine how far back they must go in the manoeuvre to get the student back to the level needed to pass the current lesson, ie repetition;
- Spatial Awareness - they cited powered-aircraft pilots as having the biggest issue with determining where they are when flying a glider.

Both power and glider instructors also noted that students tended to fixate on instrumentation regardless of the complexity of the aircraft.

GENERAL TRENDS IN INSTRUCTION

My second question dealt with general trends in instruction and what did the instructors think students should do to improve their instructional experience. Both sets of instructors felt that the use of home simulators was a big benefit to the students, and that those who used them were better prepared for their lessons. All the CFIs felt that students, on average, needed to better prepare for lesson requirements through more study and review.

My last question dealt with students in general. Belinda found it interesting that, as a female instructor, female students made

an extra effort to seek her out for instruction. She has found that some of her potential female students had "...no reference point" with aviation until they found a female instructor. She has found her female students super-motivated; quick learners and happy to bring up to their instructor something that they don't understand. Both groups noted that younger students tended to be looking for a career while older students tended to take instruction more for the enjoyment of flying; with soaring,



Belinda Scott finds female students "super-motivated"



Gliding fields like Merlin find some students suffer regression between lessons

most as a hobby. The instructors also found that older students tended to shy away from the use of simulators,

while the younger ones found a benefit using them. On the flip side they found that older students prepared better for the written exams while the younger ones needed more of a push to get them to study.

The glider instructors noted some distinctive student types:

- Parent-driven kids - some do take to the flying in the end!
- Students with little knowledge about flying and who think it's easy to do;
- Those who have the motivation and love of flying;
- Students who are there mainly for socializing;
- Interestingly - husbands pushing wives to learn to fly.

As the current group of "boomer" pilots in the NA Region pass the torch to the next generation, it was great seeing the dedication that these four instructors had for instruction and who all agreed that their main job was to "engage people" who wanted to learn to fly. □

Regional Report: Australia

By Australia Region Chairman Liveryman Spencer Ferrier



As all will be aware, summer in the Southern Hemisphere occurs over the Christmas period with its festivities, easy living style and proximity to the cricket pitch, the sea and the warmth and relaxing time of both summer and Christmas.

This has been emphasised by the recovery from Covid-19, which,

whilst still with us, has encouraged more travel in Australia.

It is also the time when Australian honours are published. We are delighted and proud that the Order of Australia (AO) has been granted to Freeman Greg Hood who was presented with the Honourable Company's Australian Bi-Centennial Award in 2020.

REFORM

The Australian Government has proposed a reform process for the aviation industry. Some Members have been asked to make suggestions and recommendations. These are incubating at present and will form part of the later Green Paper.

The Royal Federation of Aero Clubs – Australia, has undergone a change of management at its AGM in Echuca, country Victoria. The management team includes senior

members of the major aero clubs of New South Wales, Victoria, Western Australia and Queensland. Air pilot training is of great concern to these major and historic clubs and it will be of interest to see how they now interface with the growing practice of universities offering similar, compatible courses.

It is fair to say that major change is brewing, and the subject of flying training could well be centre-stage along with the growing need for pilots in greater numbers in this country. I would like to thank Liveryman Capt Peter Raven for his clear and thoughtful contribution to the RFACA debates as it addresses the challenges for the future.

We have enjoyed the initiative of Liveryman

Mike Zaytsoff of the New Zealand Region in conducting video seminars to which our Australian Members have been invited: this has certainly improved contact between our two regions and Mike in Auckland is to be congratulated for this interesting series. □



Greg Hood - Order of Australia



Regional Report: Hong Kong

By Hong Kong Region Chairman Liveryman Valerie Stait

I start with some very good news for the Hong Kong region: the last of the restrictions have been lifted, meaning crew can finally enjoy travel and be with their loved ones. Flights are coming back and, though it is clear it will take some time for aviation to get up and running properly in the region, the direction is definitely positive. Social events are also taking time to get up and running as people get used to the idea of gatherings again. That said, we did have a very enjoyable cinema evening for a private screening of that ultimate pilot movie *Top Gun: Maverick*.

Reconnecting to the world has me thinking of the issues that the aviation industry is facing worldwide. My other hat when I am not flying is safety and risk management. I have been fortunate to attend a couple of aviation conferences recently, covering a wide range of safety and risk-related topics. Although these were airline conferences, some issues are common themes that likely impact most of us, so I am sharing some key points here.

One major area that the industry is facing globally is managing the bounce-back post Covid-19 and our future growth. While this is a good problem to have in light of the last few years, it is also posing significant challenges. Resources and manpower are still catching up in many areas, engineering support and training demand being just a couple of examples. With commercial demand increasing, the industry feels it is imperative we create sustainable, realistic growth while also maintaining the high standards that have made our safety record what it is today. That said, another risk identified was complacency from a very good accident record. Many pilots have had little or no experience of a major event and they tend to behave differently to people who have had direct exposure. There is a big drive to 'make safety personal', finding ways that people can relate to safety. It also underlines the importance of looking in the rear-view mirror – not shying away from the lessons of the past but rather remembering and learning from them. How can we archive and learn from our history?

FUTURE RISKS

Moving from past lessons to future risks, our systems are becoming increasingly complex. Errors due to sheer complexity or situations not encountered before can drive inappropriate responses. People create workarounds which may or may not be ideal or what the designer intended. The underlying problem is rarely a simple

fix. Humans are not good monitors, so technological advances help us enormously in, say, looking after aircraft systems that rarely go wrong. However, the more the pilot becomes distanced from the aircraft, the more challenging the human factors issues become. Indeed, human factors is considered crucial going forwards to understand how the system works in the real world, by putting the human, rather than technology at the centre. The most useful conversations will be not about just more automation, but better automation, and not about just workload management, but workload optimisation. This holds true, even when the technology is unmanned, such as drones. Although regulation is helping, it will be interesting to see how unmanned aerial vehicles integrate with all our existing airspace users, from commercial to emergency traffic, as demand increases.



Hong Kong members settle in for Top Gun: Maverick

Training is also looking forwards. Competency-based training continues to evolve, looking beyond the ground school and procedures to scenario-based training focusing on learning by doing and feedback, rather than by rote. Free play is important here, as is focus. In practice, we again put the human at the centre to allow people to perform at their best. This could involve controlling our own emotions when we fly or when checking on fellow crew members.

While managing ourselves is important, collaboration as a way to overcome industry issues is vital and was highlighted time and again. Creating ways for people to get together, speak up and encouraging people to question our assumptions are an important part of this. Nobody has all the answers, but we are a global community - someone somewhere knows! I'll finish with the conference's closing remarks: "Wherever it goes we've got to go together; beyond collaboration and integration, because there's so much at stake". That is food for thought that applies to everyone, whatever we fly. □



REPORT: YOUNG AIR PILOTS

By YAP Chairman Dominic Registe

The landscape of aviation has undoubtedly changed within recent years and while the repercussions pose long-term challenges, being prepared to take advantage of the cyclical nature of the industry is key. Supporting the wider Company, young members and future members entering the industry is paramount and I am incredibly proud of the work the Young Air Pilots Committee achieved last Company year.

Much like the Company, evolving to incorporate new ideas, backgrounds and flying experience is of vital importance, and I am exceptionally excited with the formation of this year's committee. Great things will be possible with all of you in the fold and I have no doubts we can establish an even stronger Young Air Pilots community in the process.

As is customary at this time of the year, a change in Master affords me the privileged position of being able to openly thank now-Immediate Past Master Robin Keegan for his support and welcome Master Jonathan Legat.

LIVELY SOCIAL CALENDAR

The YAP social calendar has been both comprehensive and highly successful attendance-wise during the past year. Young member feedback dictated the direction that was taken, with the overall premise becoming to create a calendar that was predominately weekend-orientated, a mix between formal and informal, avoiding busy exam periods and reasonably inexpensive. The Young Aviators Dinner at the RAF Club formally opened up social proceedings followed by a number of informal gatherings during the course of the year, some reaching as far north as Glasgow.

Summer also saw the inaugural launch of the YAP scholarship alumni barbecue, which aimed to reunite current members and Company scholars from across the years. An exceptionally high YAP turnout was also seen at various promotional events and both Pilot Careers Live, Heathrow events, which was fantastic.

The intention for the upcoming social calendar is very much more of the same, with some exciting new events already planned, including fly-ins and a number of informal socials and BBQs - do keep a good look-out for more event information as the year progresses!

SCHOLARSHIPS AND TRAINING

With the Company's scholarship application window closed at the time of writing, there have been a record

number of applications, which only serves to underline the desire of many to join aviation and ultimately become a part of Company life. There will be a number of opportunities to support and integrate this year's cohort of scholars and new members in a variety of ways and I look forward to involving as many of you as possible in the process.

Young members continue to form part of what is an incredibly experienced team who run the Career Development and Pilot Aptitude

Testing days at Air Pilots House.

Last year saw 44

people across the various days, raising just over £3,000, a good portion of which helped fund Company gliding scholarships. With four further dates planned for the first half of 2023, almost all of which are oversubscribed, it is abundantly clear how worthwhile and valuable these days are proving to be in a market where competition is fierce. All members are encouraged to spread the word of these development days beyond the reach of *Air Pilot* and, of course, raise your hand if you wish to assist.

MORE SOCIAL MEDIA

The YAP social media platforms have continued to gain traction with an outreach that has increased by 34% in comparison to the previous year. Migration of interest across online platforms has necessitated change, and the Young Air Pilots now have a TikTok presence (@youngairpilots) in addition to the existing Instagram profile. A strong team has been put in place to deal with all practical aspects of these platforms as well as the all-important outreach and communications duties going into the new Air Pilots year. I look forward to seeing many of you joining the online family and of course featuring much of the flying many of you are already doing!

Hearing and speaking to so many young members navigating the rigours and pressures of flight training, revalidations and similar gives perhaps the most opportune moment to pass on some of the wisest words I have heard in the air: "Stop for a moment. Look at how lucky we are" (Zamo Shotte - Flight Instructor). □



Scholarship winners like Associate Phoebe Buckley are the lifeblood of the Young Air Pilots



PILOTS BE AWARE: ALONE IN THE COCKPIT?



From the Desk of the DAA, PM Nick Goodwyn

There is increasing demand from industry and challenge from academia to review the advance in technologies, not least the introduction of artificial intelligence (AI) in the cockpit, and their applications in future crewing solutions. The return to the 'new normal' of Commercial Air Transport (CAT) operations post-pandemic has brought pre-existing concerns on pilot shortages, retention, fatigue and skills training and competency into sharp focus. At its heart is the dynamic of flight safety and human performance. There is a narrative that 'industry' is exploring changes to crew composition through technological advance. But who is behind this 'industry' position and who is safeguarding the interests and concerns of pilots? It is troubling that manufacturers and possibly regulators are advocating a drive for reduced crew operations as a remedy for pilot fatigue or a potential and possibly unsubstantiated labour shortage. Clearly, these concerns are fundamental and of interest to Air Pilots and what our position and advocacy should be.

SINGLE-PILOT AIRCRAFT

For financial and operational reasons many aircraft manufacturers are working on the development of single-pilot commercial aircraft. Two technological approaches for the development of single-pilot airliners are being developed, based either upon extant technology and operating concepts derived from uninhabited aviation systems and military aircraft, or alternatively based upon high levels of onboard autonomy/automation/AI. For consideration are the economic, technological, regulatory (safety) and societal acceptance of the single-pilot airliner, and some of the operational challenges that airlines may *Single-pilot airliners are nothing new – though the de Havilland DH.84 Dragon was, perhaps, just a little less of an operation challenge than today's aircraft (A Winn)*



face. It is suggested that while the technological and safety challenges may ultimately be resolved, it is the operational challenges that may determine if the concept is ultimately viable. Pilots should remain the essential piece of the jigsaw.

Limited solo flying for cargo and passenger flights during the cruise phase of flying is being considered as a possibility to ease the 'pilot shortage'. Citing a recent report from Reuters, the European Union Aviation Safety Agency (EASA) has ruled out an industry push to allow aircraft to be flown with only one pilot by 2030, and, according to a senior official, said that only more experienced pilots could be alone in the cockpit. However, of note is that this statement lacks clarity in differentiating between solo flying and 'low workload' periods where other crew members are on regulated 'rest'. This opens the further debate on crew composition and fatigue which risks reduction on flight time limitations, about which the Air Pilots has been concerned for some time, and so should be challenged accordingly.

DRAFT EASA CONCEPTS

EASA, under draft concepts of Extended Minimum Crew Operations (eMCO) or Single Pilot Operations (SIPO), is evaluating with OEMs AIRBUS SE and Dassault Aviation SA the possibility of limited solo flying in the less strenuous cruise phase, with at least two pilots remaining in the cockpit for take-off and landing. Andrea Boiardi, a manager with EASA, told Reuters that among the limitations would be the barring of pilots with medical conditions or too few hours of experience from being solo in the cockpit.

There are claims that the generic aviation industry wants to turn to solo flying to help ease the bite of a challenging labour shortage, since that would allow at least one pilot to rest during long-haul trips, eventually reducing staffing. However, Boiardi said totally single-pilot flying by 2030 was "...absolutely not realistic" because automation has not advanced far enough and solo flying requires a level of safety equivalent to existing operations. Solo flying, even in cruise, needs approval from ICAO, individual airlines and their pilot unions. ICAO is expected to begin studying the issue early this year.

Boiardi said only the most advanced aircraft, equipped to a higher level of safety than required by minimum certification standards, could be used for solo flying in cruise. That would include the Airbus A350 and potentially the newer Boeing 787 and 777X.



Cathay Pacific's Airbus A350 is an as-yet unconfirmed candidate for single pilot operation (Cathay Pacific)

EXTRA PROTECTIONS

The Reuters article cites an industry source familiar with Airbus's project as stating that an A350 used for single-pilot flight would feature extra automated protections against threats like fire and engine failure and maintain autopilot functions in more circumstances than today. Airbus said in a statement it was studying the concept of a single pilot in the cruise phase but not wholly single-pilot flights. Dassault did not respond to requests for comment, while Boeing deferred questions to regulators. EASA's Boiardi said the concepts under review did not differentiate between cargo and passenger flights. Consumer resistance, however, could result in single-pilot flying starting with cargo flights, industry officials said. EASA also stated that a scaled-back version of solo flying, which would not start before at least 2027, would initially target improved pilot rest during regular flights. A fatigued aviator (no definition of "fatigued") could plan to sleep in a bunk rather than take short unplanned naps on the flight deck. Boiardi added that, if the safety is proven, eventually long-haul crews that now require three or four pilots could be reduced to two, with both pilots in the cockpit for the more demanding take-off and landing phases. According to the Reuters article Cathay Pacific is considering the rolling-out of single-pilot Airbus A350 flights. If testing and certification steps go smoothly, the function could roll out by 2025; however, there are some significant hurdles first.

Under this initiative, known as Project Connect, the A350 would require only one pilot in the cockpit during its high-altitude cruise. This would slash the number of pilots needed for long-haul flights from three or four to just two, with alternating rest periods. If successful, the

project would mean a huge saving for airlines in terms of crewing costs. While Cathay has confirmed its role in the project, it has made it clear that there is no confirmation of its rollout in the future and that safety remains the top priority. In a statement, the airline said: "While we are engaging with Airbus in the development of the concept of reduced crew operations, we have not committed in any way to being the launch customer...The appropriateness and effectiveness of any such rollout as well as the overall cost-benefit analysis will ultimately depend on how the pandemic plays out."

FRAUGHT WITH UNCERTAINTY

The notion of two crew in the cockpit is likely to be a challenge for passengers, safety regulators, and existing pilots. Indeed, the project is fraught with uncertainty and safety questions, any of which could derail it. However, Airbus and participating airlines are pressing on with the changes needed to make this a reality. EASA has said that any such project will need real-time monitoring of the sole pilot's vitals and alertness. If there is an emergency or incapacitated pilot, the other pilot should be able to arrive in minutes.

Unsurprisingly pilot representative bodies have not taken well to the idea. In addition to the staff reductions that such a programme will bring, many have pointed out safety issues too. In the light of the two Boeing 737 MAX crashes in 2019, cost-cutting and increased automation have both come under the spotlight for their impact on safety.

Any certification will need the approval of the International Civil Aviation Organization (ICAO) as well, another high bar. However, Airbus is confident that its automated features like emergency descent (which can



Will the airliner of the future have just one pilot in the cockpit...
(iStock)

quickly reduce altitude with no pilot input) can overcome the regulator's doubts and concerns.

PILOT GROUP CONCERNS

Even limited solo flying, however, is dividing airlines and raising public fears, while sparking a growing backlash among pilot groups like the British Airline Pilots Association (BALPA), the European Cockpit Association (ECA), the International Federation of Air Line Pilots' Associations (IFALPA) and the Air Line Pilots Association (ALPA).

BALPA is unconvinced about the efforts, accusing Airbus of "...approaching it as a technological challenge, but not seeing it as a human challenge". BALPA General Secretary Martin Chalk has commented: "Eventually technology will eradicate the need for pilots altogether, but technology cannot at this point reduce the value of having a second pilot. There is a real divide between those who have flown any kind of long-haul service and those who see proposals such as these as sensible. It is not a Venn diagram."

Fatigue is cited as the main problem on long-haul, and the possibility that rules preventing one pilot leaving the cockpit for a rest might change first for cargo operations makes no difference: "You might be on a flight through the night, with all the challenges of jet lag and feeling jaded. You need someone to talk to," adds Chalk. "When you fly over mountains, conflict zones, areas with patchy air traffic control, all require contingencies. If you are relying on someone on the ground, you might as well have them next to you (This in reference to remote monitoring of single pilot operations). The human factors bit just hasn't been thought through."

For BALPA, another danger of removing a pilot from the flightdeck is a repeat of the Germanwings tragedy, where a first officer locked his colleague from the cockpit and deliberately flew the aircraft into a mountain. After that crash, EASA brought in guidance around cockpit occupancy, but for BALPA a benefit of having two pilots



...or will it have none at all?
(iStock)

is "...that opportunity to spot something early, whether it is a mental health issue or a terrorist insider threat". A further point is that: "During those low workload periods is exactly when you get a chance to chat with your colleagues."

Mention is also made by Chalk of Stanislav Petrov as an example from outside aviation where a human using his initiative was able to over-ride tight automation to prevent a disaster – in fact, a potential apocalypse. Petrov was senior duty officer at the Soviet Union's command centre one day in 1983 when a malfunctioning satellite-based early warning system reported that the USA had launched a series of nuclear missiles. Based on a gut feeling that it was almost certainly a false alarm, Petrov disobeyed strict military protocol and refused to order a retaliatory strike.

LACKING MATURITY

The ECA considers that automation and other technologies have not reached the level of maturity to allow operations with one pilot in the cockpit without

BALPA General Secretary Martin Chalk - eventually technology will eradicate the need for pilots altogether (BALPA)





ALPA Canada's Tim Perry - two pilots on the flight deck is the most safe (ALPA Canada)

compromising flight safety, and for this reason does not currently support the draft EASA concepts of eMCO or SiPO. It believes that the eMCO concept aims to stretch the maximum Flight Time Limitations (FTLs) by prolonging in-flight rest for pilots. Further, the ECA appreciates that developments on AI are expected to play an important role in the future of air transport, and while it supports the development and integration of AI in large commercial transport aircraft, it argues that it cannot be done at the cost of eliminating one pilot from the cockpit. Citing the equation "Two pilots in the cockpit + AI" enhances safety, it says that on the contrary, the equation "One pilot in the cockpit + AI" poses important threats to safety. In the last 10 to 15 years, and as has been researched by Air Pilots' members, there have been many cases where technology has compromised safety and only the co-ordinated work of a crew (two pilots or more) saved the day. This is core to the ethos of the need for comprehensive teaching and retention of basic flying skills as advocated under the banner of 'fit to operate'.

Thus, the debate centres on the premise that until automation technology can achieve a higher level of safety (at least in terms of situational awareness, communication, and judgement) compared with the current level of safety with two professional pilots in the cockpit, the reduction of pilots in a cockpit should not be considered. This underpins the need to understand that the impact of taking the human pilot out of the loop is removing a significant safety resource. While humans may introduce some failure scenarios, they at the same time eliminate system-failure scenarios and act as a critical onboard backup for failed systems, bridge technology gaps and adapt in real-time and in the real environment to non-anticipated situations. Whether an automated system can adequately compensate for this is questionable.

Additionally, with the reduction of input by human pilots, the risk of system associated threats increases.

NO DEGRADATION OF SAFETY

IFALPA has declared that: "Our enviable safety record and culture is based upon two properly rested, fully qualified, and well-trained pilots. It is imperative that any future evolution of this benchmark improves upon it and does not degrade the safety and security level in any area." It is the Federation's position that because reduced crew operations carry significant additional risks over existing dual-pilot operations, they will result in a serious reduction in flight safety. It is essential to fully address these risks and safety shortfalls before the industry accepts changes to the standards which have built the safest transportation system in history.

Pilots mitigate safety and operational risk on a frequent basis by adapting to changes in circumstances including direction from air traffic control, weather, equipment malfunctions, airport congestion, and flight diversions. This ability to adapt to a dynamic environment is critical.

"The Federal Aviation Administration (FAA) and Transport Canada are very much aware of our position that two pilots on the flight deck is the most safe," ALPA Canada president Tim Perry told Reuters. Whilst the FAA declined to comment, Transport Canada said it would "... monitor developments."

In summary: "How do you enhance safety by taking someone out?" asks Tanja Harter, ECA executive director for technical affairs. She uses the example of how if automation can eliminate the need for third and fourth members of a flightcrew, why not the second? "The difference is the navigator and flight engineer had a set job. With two pilots, everything is shared," she says. "Before almost every decision a second opinion is sought. We are all prone to human error, and if one pilot is removed, there is no-one to catch it." □

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CENTENARY PREPARATIONS

By Assistant Sebastian Pooley

Getting ready to celebrate our first 100 Years: six years, one month, four days to go (at the time of writing)...

BACKGROUND

The Honourable Company of Air Pilots incorporating Air Navigators will celebrate its centenary in 2029. At the Company's AGM held on 21st March 2022, our then-newly elected Master Robin Keegan announced his intention to create, with Court approval, a new Centenary Steering Committee (CSC) and called on volunteers to come forward. The CSC terms of reference were accepted at a Court meeting held on 12th May 2022.

Currently, the Committee is:

- Master – ex-officio
- Learned Clerk – ex-officio
- Warden Elizabeth Walkinshaw
- Assistant Sebastian Pooley (Chairman)
- Assistant Kat Hodge
- David Curgenven

AN OPPORTUNITY TO CELEBRATE

The Centenary offers us an amazing opportunity to celebrate and showcase our esteemed Company's journey and successes, not just internally but to the City of London and wider aviation communities here in the UK, Commonwealth and further afield. We must remember that we are the only Livery Company in the City to have overseas regions and, although they were not in existence when the Company was formed, we want our regions as well as members from across the Company - indeed our entire Air Pilots' family - to play a key role not just in the celebrations but in the planning too.



THE HONOURABLE COMPANY OF
AIR PILOTS

100TH ANNIVERSARY

One of the purposes of this article is to seek ideas from the membership, but firstly, I'd like to share some of the key dates in our Company's formation.

A LITTLE HISTORY

The timeline of events leading to the formation of the Guild of Air Pilots and Air Navigators was as follows:

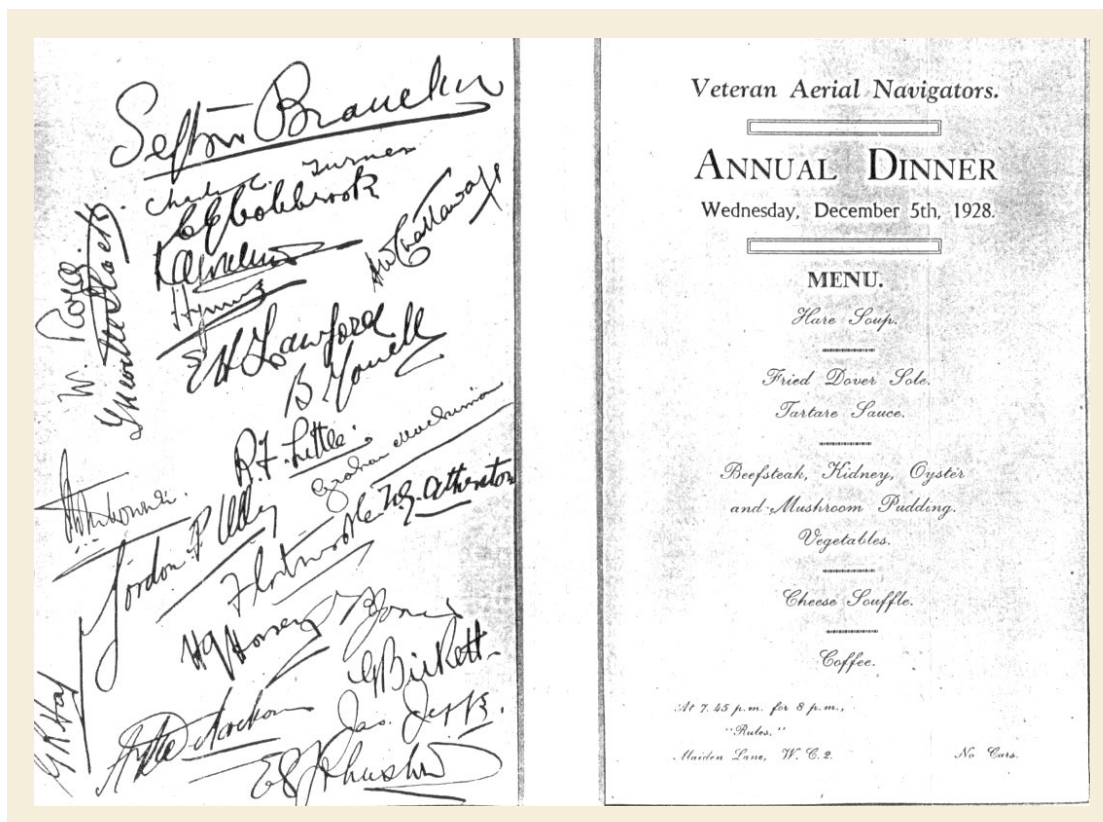
1928

- 5th December: "Veteran Aerial Navigators' Annual Dinner" at Rules Restaurant, London – attended by Sir Sefton Brancker who suggested in an after-dinner speech that Pilots and Air Navigators should form their own Company.

1929

- 1st February 1929: This led to an invitation by Brancker, Johnston and Lamplugh inviting all B licence pilots and Air Navigator Certificate holders to attend a meeting at Rules.
- 10th April 1929: Second meeting held to consider the rules that had been written by the Drafting Committee. It elected a Foundation Council of seven members, Brackley, Johnston, Macmillan, Hope, Jones,

The start of it all – the Veteran Aerial Navigators Dinner



McMullin and Wilcockson.

- Three more meetings at Rules, and Sir Sefton Brancker was elected our first Master with Ernest Johnston as Deputy Master. Lawrie Wingfield was elected Clerk. The first 50 members were approved.
- 7th October 1929: A postal ballot determined the Court which was then announced.
- Saturday 19th October 1929: The first General Meeting was held at the Hotel Cecil.
- 28th October 1929: The first Court meeting was held at Rules.

The Committee has therefore agreed that 10th April 2029 will be the official start of our Centenary year.

CURRENT PLANS UNDER DISCUSSION

Everything is, of course, at an early stage but here are some indications of our current thinking:

Events

- White Tie Dinner in April 2029;
- Expanded Summer event/ball/garden party to include Centenary Charity fundraising auction;
- T&A to include Centenary theme;
- Lord Mayor's Show to include an Air Pilots' Float;

Merchandise

A new Master's badge of office - Using the Centenary as an opportunity to update our (now very outdated and unrepresentative) current Master's badge.

Exhibition showcasing the Company's history

Plus many more.

These ideas are a starting point. There is still work to be done to identify the detail and feasibility of the various ideas put forward within the Committee.

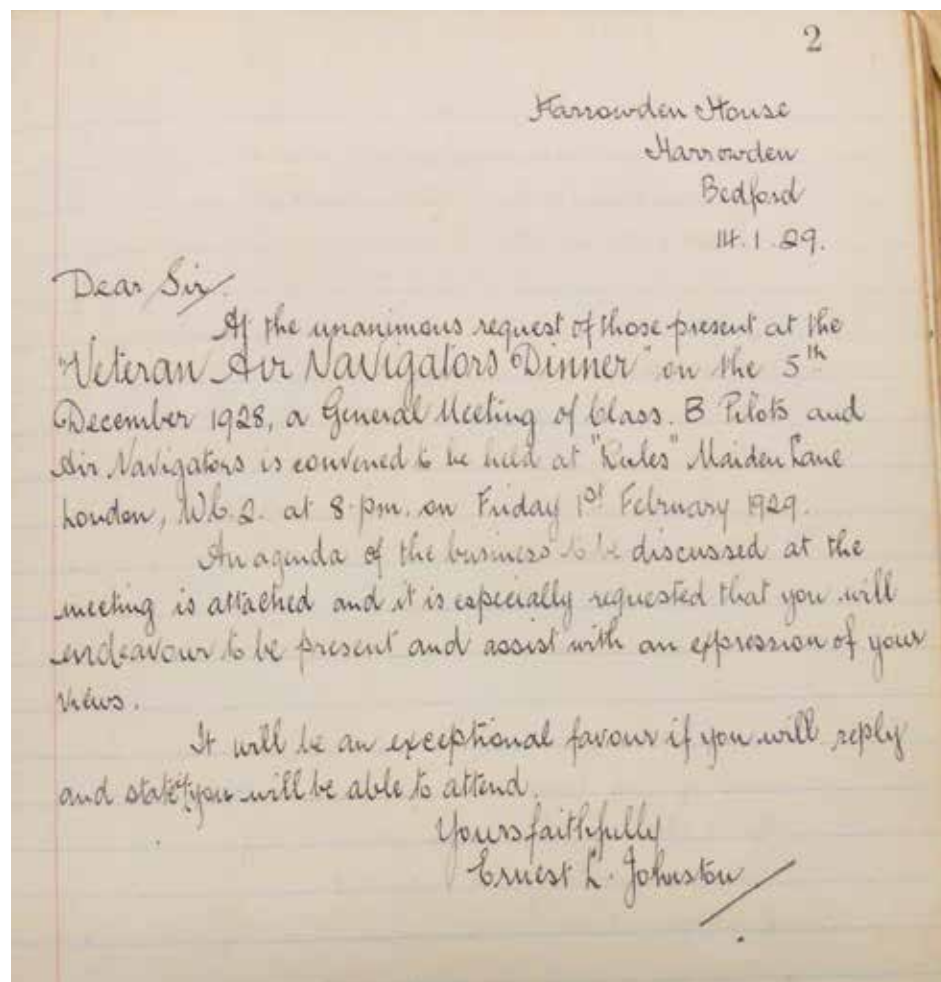
HOW CAN YOU GET INVOLVED? IDEAS AND VOLUNTEERS PLEASE...

We have an opportunity to use the Centenary to bring more of us together than ever before. There is going to be a great amount of work to do in the coming years that the Committee simply cannot achieve alone and without the help of volunteers.

If you would like to volunteer, please send me an email (sebastian.pooley@pooleys.com) with the subject – CENTENARY VOLUNTEER. As a committee, we also want to hear your ideas and suggestions on how we can best celebrate this milestone. If you have ideas you would like to share, please send me an email with the subject – CENTENARY IDEAS.

My thanks in advance to you all but especially to the committee and all those who have helped get our Centenary planning underway. My thanks also to our former Hon Archivist Peter Bugge, who supplied the images from our archives that accompany this article. □

A far cry from today's formal stationery – the hand-written invitation to the first General Meeting





BOAC'S BALL-BEARING HEROES

By Assistant Steve Durrell

My involvement with this story started some five years ago when I was approached by Past Master Mike Bannister and asked if, as a serving British

Airways Captain at the time, I would be interested in laying a wreath at the RAF Memorial in Runnymede on Armistice Sunday. The wreath was on behalf of BA to remember the lost, but not forgotten, British Overseas Airways Corporation colleagues from World War Two. Mike had previously been contacted by an ex-BOAC cabin service director whose research into the company's involvement in that war had shown that a large number of its flight crew had served as merchant airmen under the airline's secondment to RAF Transport Command. Some 81 BOAC staff lost their lives during the conflict and although most of the bodies were recovered and have a known grave, not all do.

The eight BOAC aircrew who lost their lives and have no



The Runnymede memorial stone includes John Gaffney's name (Steve Durrell)

known grave anywhere in the world have their names carved in the Portland stone of the interior wall at the RAF Memorial in Runnymede under the heading "British Overseas Airways Corporation", along with those lost from the RAF. One of these brave souls was BOAC radio officer and navigator John Conleth Gaffney, aged 34, who died on the night of 29th August 1944 when the de Havilland Mosquito G-AGKR, commanded by Capt J H White on the return trip from Gothenburg, Sweden encountered bad weather along with technical difficulties, and subsequently crashed just short of the Scottish coast. The body of Capt White was recovered but sadly not that of John Gaffney. I spent some time researching the events that led to the deaths of these brave airmen and when I got to the incident of Capt White and John Gaffney, it opened up a huge back story. Like many of us, I had thought that the 'ball bearing run' was a short-lived exercise operated by RAF Mosquitos towards the end of the war. The reality was quite different and the service had operated for some three years, with

a number of different aircraft types before the Mosquito even arrived.

PRE-WAR SERVICES

Only a short time before the outbreak of World War Two, British Airways Ltd (not the one we currently know), one of the original components of BOAC, had started a weekly service between the British Isles, Norway, Sweden and Finland using Junkers Ju-52



The Runnymede stone lists eight BOAC staff in total (Steve Durrell)

transport aircraft out of Perth in Scotland. It was the only European air service from Britain, apart from that to Paris, to continue after war began. It was one of the first routes to feel the impact of actual hostilities, for when war broke out between Finland and Russia, the service had to be terminated at Stockholm. It continued until 9th April 1940 when it was abruptly cancelled as the German army flooded into Norway and Denmark, leaving two Ju-5's stuck down route, one in Oslo which was "repossessed" by the occupying forces, and one in Stockholm which was recovered later. With Norway and Denmark in the hands of the enemy, no regular flights could be made, and by the end of the year, only nine special flights had been made between Perth and Stockholm.

It became abundantly clear that, being the only remaining neutral country in northern Europe and surrounded on three sides, Sweden could only be communicated with directly by air. Only by air could Britain send newspapers and magazines to counter German propaganda or send diplomats and officials to confirm to Sweden that Britain was still fighting the war and intended to win. There was also a very practical reason for desiring a good transport link. Every mechanical instrument of war must contain somewhere... ball bearings! These were as vital to mechanised war as guns and ammunition. With Swedish based company SKF being renowned for manufacturing the finest ball bearings in the world, not only did Britain need to acquire them, she needed to prevent the enemy from getting its hands on them. SKF also provided 'special' metals for certain types of instruments.

BOAC TAKES OVER

Early in 1941, the recently formed (1st April 1940) BOAC

was tasked to recommence a service between Perth in Scotland and Stockholm. At this time, BOAC was already carrying freight and troops for the Government, and supplying pilots of different nationalities for these tasks, so this became initially just 'another route'. Considering the position of Sweden in relation to Norway and Denmark, the aircraft had to fly at night, unarmed, directly over the waters of Skagerrak, flanked on either side by some of Germany's most powerful anti-aircraft defences and within easy reach of radio detection and fighter squadrons. Searchlights and flak were 'the norm' and during the summer months, there was very little cover of darkness. The service was started very much on a shoestring, with the entire staff consisting of three pilots, a traffic officer, an engineer, a motor transport driver and one aircraft. The only aircraft available at the time was an old Lockheed freighter in which some Polish airmen had managed to escape to Britain when Poland was invaded.

After a few months' service, that aircraft was grounded with a major engine problem and the RAF released several Lockheed Hudsons for BOAC to use, disarmed and freshly painted in civilian markings which consisted of



BOAC Lockheed 18s like this, but camouflaged, were early ball-bearing runners (IWM)

standard military camouflage with the roundels removed and the civilian registration painted on the fuselage sides and across the top of the wings. This ensured the continuity of supply and confirmation to the Swedes that Britain was still intent on winning!

The Scandinavian route had to be flown as high as possible to minimise the danger from enemy fighters, with crew and passengers all on oxygen. With no armaments the only defences were altitude, darkness and the clouds. With much of the flying conducted at night and in winter, the weather became as much of a threat as the enemy, and contributed to several losses with icing being the main contributor. It was not uncommon for weather reports to be six hours out of date with forecasts not particularly accurate. Adding to these troubles was the fact that there

were no beacons for the navigators to track, although a certain amount of help came from taking bearings from broadcasting stations in occupied Norway and Denmark which were invariably shut down on the approach of the BOAC aircraft.

SCOTTISH BASE

Leuchars in Fife was eventually chosen as the preferred Scottish base for the operation with Bromma, Stockholm as the main destination, although Gothenburg was occasionally used. As the time progressed, expansion slowly followed with the RAF supplying more Hudsons and some Lockheed Lodestars, all in the now familiar BOAC civilian livery with the Lodestars being flown by Norwegian crews that had been appointed by the Norwegian Government. For a short period in early 1943, the Norwegian crews did most of the flying. In 1943, a number of Armstrong-Whitworth Whitley bombers that had been converted into freighters were added to the fleet. These aircraft had not proved a success in the Maltese and West African arenas but were the only aircraft available at the time. They proved equally unsuccessful on the Scandinavian run, as their single-engine performance was inadequate for the load carried and they were dropped. Despite the dangers of the route, the first mishap was not in fact a product of enemy action, but of mechanical failure which forced one of the Lodestars to turn back and ditch just off the Swedish coast. The captain on this occasion managed to get all of his crew and passengers into rubber dinghies and safely ashore.

After the failure of the Whitleys, a number of other aircraft were trialled, including the tried and trusted Douglas C-47 Dakotas. Although their payload and reliability were good for the task, they were unarmed and slower than the Lockheeds making them and their crews incredibly vulnerable to German fighters. The Dakotas and the Lodestars continued in service right up to the point when the Mosquitos arrived.

BOAC's Dakotas had great load capacity, but were too slow for the unarmed Ball Bearing runs (A J Jackson Collection, Brooklands Museum)





A mix of civilian and military dress – note the Speedbird logo on the door (IWM via British Airways)

ENTER THE MOSQUITO

With the Government requirement for an increased and more regular supply of ball bearings, a proposal was made to try the Mosquito, prompting a dry run with an RAF aircraft belonging to 105 Squadron on the 5th August 1942 which proved a great success.

The Government approved the addition to the BOAC fleet and on 15th December 1942, after a short delay, the first of the Mosquito FB Mk.VI variants arrived. Another six mosquitos arrived between April and May 1943, with the remainder of the fleet total of 13 arriving shortly thereafter. The job of converting the aircraft for transport use was carried out by BOAC engineers and required having their armaments and other items removed to save weight, along with applying the now-familiar BOAC civilian wartime livery.

The Mosquitos were much smaller than previous types used, with room for only two crew. Their design was such that they were unable to carry bulky volumetric loads, only smaller high-density loads, but with a top speed of some 380mph (610km/h) they were highly suitable for the primary task. The outbound services usually carried diplomatic mail, newspapers, magazines and, as rumour had it, payments in various styles including gold bars, gold Sovereigns and bank notes for the goods carried on the return sector. The bomb bays were fitted with an arrangement of hooks and baskets enabling the relatively small bay to be evenly filled to its maximum payload with the high-mass ball bearings. The FB Mk.VI variants had a payload capability of up to 2,000lb (910kg).

The first BOAC-operated run with the Mosquito was on 4th February 1943 and proved such a huge success,

with it easily outrunning German fighters, that it was decided to attempt the runs during daylight. To have unarmed aircraft traversing the coastal defences of their occupied land infuriated the Germans to the point that they relocated fighter squadrons to the Jutland shores in an attempt to intercept the 'Mossies'. A short while after the daylight flights started, Capt Gilbert Rae was returning from Stockholm when he was set upon by a Focke-Wulf 190 whilst climbing through 17,000ft (5,150m), despite his aircraft being in civilian markings. The cannon attack from behind damaged the port wing and the hydraulic system, forcing Capt Rae to return to Sweden to make a successful forced landing with both pilots surviving and after some work, the aircraft was back in service. After this incident, a decision was made to abandon the daylight flights and the Mosquitos were switched back to night-time duties.

FIRST PASSENGERS

A short while later, in June 1943, intelligence revealed that an RAF attack on the main German ball bearing factory had seriously damaged its production capability, and that the Germans were intending to travel to Sweden to secure the entire production of ball bearings from SKF. With time of the essence, two delegates, H Waring from the Ministry and V Sibert from Skefco Bearings UK were required to be in Sweden for a meeting the following morning to counter that move.

Quite clearly, the Mosquito cabin had barely enough room for two crew, let alone a passenger, so BOAC's ingenious engineers and pilots, with only four hours' notice, found



The BOAC Mosquitos were stripped of all armament (British Airways)

a solution, albeit not a comfortable one! Their solution was to strap the passengers into the bomb bays of two Mosquitos, one in each. The bomb bays could not be accessed through the cabin, so the only way in and out was through the bay doors. The compartment was not high enough for a passenger to sit upright, and barely large enough for one to lay full stretched out. The bomb bays were lined with thick felt and equipped with a rudimentary safety harness, and once the passenger was strapped in, the bomb bay doors were closed.

The construction of the door mechanics meant that



No luxuries for bomb-bay passengers – note the door-ram in the foreground (IWM via British Airways)

the hydraulic jacks for operating the doors were inside the bay and naturally folded inside the bay when closed. In order to close the doors without losing limbs it was necessary for the passenger to raise his knees under his chin then, once the doors were closed, stretch out under the jacks. The engineers had rigged a small light to read by, an oxygen mask and communication system with the pilots and were even thoughtful enough to provide some sandwiches and a flask of hot coffee. The mission, although uncomfortable, proved a great success and set a precedent with many more VIPs, spies and repatriated aircrew being carried in the same manner between Leuchars and Stockholm. In due course, the engineers fitted a designated oxygen and communication system for the passenger and BOAC even provided a full briefing document with instructions on the operation of the oxygen/communications system along with diet tips before flying with the final line of the brief saying: "We hope you will enjoy your flight!"

FEW LOSSES

From the slow start of the first flight in 1941 to the last one on 30th November 1944, just over 1200 crossings were made by all types, with 490 of them during 1944. Despite regularly being pursued and shot at, not one Mosquito was lost to enemy fire. During their tenure, of the 13 Mosquitos delivered, four were lost due to a combination of airborne technical and weather-attributed accidents and one was written off in a ground incident and subsequently used for spares. The remaining eight aircraft were returned to the RAF after VE day.

The acts of bravery, skill and displays of stamina from this small band of airmen were immense and reflected in the fact that many of the pilots and radio officers, being Merchant Airmen, were decorated with awards of OBEs and MBEs for devotion to duty in the face of great risks and difficulties.



Night-time operations were the norm (British Airways)

In July 1943, Capt Gilbert Rae OBE and his radio officer James Payne MBE were attacked by a Messerschmitt BF-109, sustaining cannon damage, but managed to outrun the hunter and made it back safely. Just a few days later they were attacked by two FW190s. In the ensuing violent evasive manoeuvres, both James Payne and the bomb bay passenger were knocked unconscious but once again, Capt Rae outran them both and made Leuchars safely. Sadly, just three weeks later Capt Rae's luck ran out when his aircraft suffered what is believed to have been a catastrophic engine and hydraulic failure, crashing in the hills just five miles to the north of Leuchars, having completed over 140 crossings. Capt J H White made three crossings in a Mosquito in one night covering a total of 2,400 miles in nine flying hours with only 45min on the ground. He flew the entire distance by hand, at night and on instruments. His fatal crash on 29th August 1944 is where my story started, with the laying of the wreath at the RAF Memorial in Runnymede. □

(Steve Durrell)





JETSAVE REMEMBERED

By PM Chris Hodgkinson

The fascinating story of pioneering low-cost transatlantic travel and packaged US vacations is one which deserves wider prominence, and recognition

for the man whose concept it was – founder, CEO and Chairman of Jetsave – the late Liveryman Reg Pycroft. Until the mid-1970s, transatlantic air travel was beyond the financial reach of all but a small segment of the UK population, and packaged vacations to North America did not exist. Air fares were rigidly controlled by IATA, and BOAC/British Airways was the UK's 'chosen instrument' – supplemented in a small way by BCAL: no other UK airline was authorised to operate the routes. The only opportunity for low-cost transatlantic travel was if an aircraft was chartered for the sole use of an organisation with a common affinity or interest (other than 'cheap travel'). Many genuine 'affinity groups' took advantage of this facility but as demand for transatlantic travel grew, more and more spurious 'affinity groups' appeared with the sole purpose of illegally selling individual seats for profit. A criminal element was attracted to the business and many passengers were cheated out of money they had paid.

Enter Reg Pycroft, who at this time had an aircraft broking company on the Baltic Exchange and was well placed to see that the current restrictions against low-cost transatlantic travel were unsustainable and would eventually have to be liberalised. The first company to take advantage of any easing of restrictions would not only score a considerable publicity coup, but also be well placed for financial success. Thus, he set about planning – in great detail – how any easing of restrictions could be exploited rapidly. At considerable personal expense he arranged for publicity material to be prepared, flight schedules and fares calculated, office accommodation researched and suitable aircraft earmarked for leasing. In short, every detail was ready for launch when – IF – the opportunity occurred. But when?

TAKING A RISK

When he heard that the CAA had called a meeting with the airlines to discuss transatlantic fares, he took the risk that this was to announce the long-awaited change in legislation – and launched Jetsave. As the press entered the meeting each was given a copy of the detailed flight

programme exploiting the expected new legislation, which he gambled was to be announced that day.

Fortunately, his guess was right and Jetsave scored a huge publicity boost, which made it the most successful, innovative and profitable transatlantic travel operation for the next 10 years. The company and its founder received many accolades – ABTA member of the year, signed Commendations from the Mayors of New York, Miami, Orlando, and Governor of Arizona, Golden Keys to several US cities and the most prized of all – the Golden Mickey Mouse trophy – for operating the very first flight from Europe to Orlando. and overall developing Florida as the UK's vacation favourite which it is now is.



Reg Pycroft celebrating success with Chris Hodgkinson

Jetsave ended up carrying some 250,000 passengers annually and, apart from the vacation operation it pioneered to Florida and California, had a very large 'seat-only' business especially to Canada, where Reg had negotiated a long-term aircraft lease arrangement with Canadian Pacific.

He was then approached by Gerry Draper (Marketing Director of BA) to lease or part-charter aircraft from BA on favourable terms to Jetsave. The turnover of Jetsave was soon, in today's money, about £250million annually, with offices in Los Angeles, New York, Calgary and Vancouver, and a large resort operation in Orlando which covered the whole of Florida.

TAKE-OVER

After ten years leading a dynamic company (and remember much was under non-enterprise governments) he accepted an offer from Lord (Lew) Grade's organisation, which owned the majority of London theatres, TV stations and movie studios, to purchase a 60% holding in Jetsave.

Reg's first ethos was: "Pay the best and you get the best".



Hands-on, fact-finding in the field

insisted on a daily 16:00 report of how many bookings taken, how much money banked and cash balances. Every Friday a more comprehensive financial report was sent to

Secondly, it was to delegate operational matters leaving the Boss to concentrate on the 'business' and, his forte, innovative marketing. He

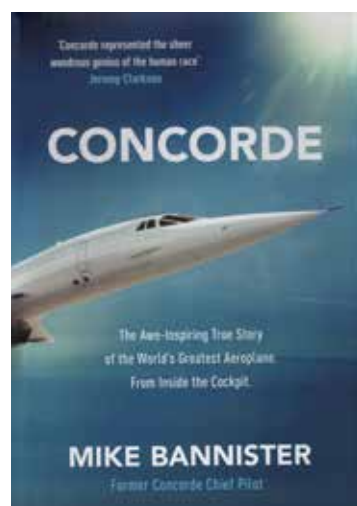
him wherever he was in the world.

Another Reg 'trick' was to "...always call the night Duty Officer late at night before going to bed and get him to recite the Ops Board to me. Frankly I didn't really want to know - but I wanted him to know!" Another management technique was to walk around "...every office, every day including the post room - amazing what one picks up this way ... every aspiring businessman should talk to his troops every day."

In 1982 the Grade organisation was taken over by Australian corporate raider Robert Holmes à Court: Reg found that he couldn't work with him, sold his 40% share and retired aged 42. □

REVIEW: *CONCORDE*, BY MIKE BANNISTER

Review by The Editor



Many millions of words have been written in dozens of books about Concorde, and it might be expected that there is nothing left to say. That expectation rings truer than ever now that PM Mike Bannister has filled some important gaps by penning this book, sub-titled *The awe-inspiring true story of*

the World's greatest aeroplane; from inside the cockpit. Like so much of what had already been written, Mike's book does talk in great depth about the technology of the aircraft, but here it's written from the view of what it was like to operate it and manage its systems, and its people.

As might also be expected from the man who was in charge of British Airways' Concorde operations at the time of the Air France crash in 2000, a good deal of the book is devoted to the story of the investigation (including the obstructiveness of the French judiciary) and analysis of the causes of that terrible accident. Mike's explanations of the multiple factors leading to the crash, and the labyrinthine thought processes by which investigators identified some of those factors, make for fascinating reading. His concentration on some of those factors – especially the over-fuelling of the aircraft, the missing undercarriage spacer and the crew's ignoring of

the unexpected tailwind at the point of take-off – make for sobering reflection.

Equally compelling are the descriptions of the court proceedings – years after the crash – and subsequent appeals that saw Continental Airlines and one of its employees found guilty of causing the crash and others eventually exonerated, all without Air France ever being officially implicated, and Mike's role as expert witness and consultant within those proceedings.

Of course, this book is about much more than that. There's enough of the author's back story to put his enthusiasm for Concorde – and the previous favourite in his logbook, the Vickers VC10 – into context. The descriptions of the challenges of converting onto each of those types – from conquering Dutch roll on the VC10 to adapting to the speed with which everything happened on Concorde, to say nothing of the complexity of its systems – are clear and educational. To set against the stories of the Paris disaster are the stories of the triumphs of flypasts over The Mall in London, the final six-month operating window and the successful museum retirements which ensured that Concorde went out on a high. The book rounds out with a useful glossary of terms and – praise be – a comprehensive index.

The overwhelming impression left by this book on first reading (and again on the inevitable re-readings because it's that sort of book) is of the emotional attachment that Mike had – has – to a remarkable aircraft and its people. Buy it! □

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INTO THE OVERSHOOT

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

The biennial Australian International Airshow at Avalon has long featured night-time aerial fireworks (the RAAF's General Dynamics F-111 trailing clouds of flame was always a favourite), and this year's show was no different. This time it was Scandinavian wing-walking team Skycats, with its Grumman-Schweizer G-164A Agcat that was lighting up the sky – though the pair of wing-walkers who usually grace the Agcat's upper surfaces were left on the ground for this display... (© Commonwealth of Australia) □



Speaking of those F-111 trails of fire, few spectators privileged to have seen them could have imagined that they were watching rehearsals of a cunning combat manoeuvre, rather than just a spectacular piece of entertainment. Yet reports out of the Black Sea in mid-March suggest that the pilots of a pair of Russian Sukhoi S-27s were trying to emulate those displays by dumping fuel over a USAF General Atomics MQ-9A Reaper UAV during an engagement which saw the Reaper eventually crash, allegedly after one of the Sukhois collided with its propellor. (General Atomics) □

The delivery flight of the last-ever new Boeing 747 (a 747-8F freighter for Atlas Air) on 31st January featured this bit of aerial gymnastics over the USA. This jaunt by the final "Queen of the Skies" (hence the crown) serves as a not-so-subtle reminder that if you're thinking of doing something unusual while you're airborne, Flightradar24 is watching you – as long as you've got your transponder switched on... (Flightradar24) □



The ultimate spot-landing competition... Luke Czepiela of Poland lands his CubCrafters Carbon Cub UL on the 27m-diameter helipad (altitude 212m) of the Burj al Arab Hotel in Dubai, United Arab Emirates on March 14, 2023. Preparations for the stunt took two years and 650 test landings... (Red Bull) □

PM Robert Pooley displays the Lieutenant of the Royal Victorian Order (LVO) with which he was invested by HRH The Princess Royal at Windsor Castle on 8th March. (Sebastian Pooley) □

