



Air Pilot

OCTOBER 2018 ISSUE 29





AIR PILOT

THE HONOURABLE
COMPANY OF
AIR PILOTS
incorporating
Air Navigators

PATRON:
His Royal Highness
The Prince Philip
Duke of Edinburgh KG KT

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

MASTER:
Captain Colin Cox FRAeS

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A Livery Company of the City of London.

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Except where specifically stated, none of the material
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Diary

OCTOBER 2018

1st	Lord Mayor's Election	Guildhall
10th	Pilot Aptitude Testing	RAF Cranwell
18th	GP&F	Cutlers' Hall
25th	Trophies & Awards Banquet	Guildhall

NOVEMBER 2018

2nd - 3rd	Pilot Careers Live	Heathrow
15th	ACEC & APBF	Dowgate Hill
22nd	Scholarships presentation, GP&F, Court	Cutlers' Hall

DECEMBER 2018

5th	AST/APT meeting	Dowgate Hill
13th	GP&F	Cutlers' Hall
13th	Carol Service	St. Michaels', Cornhill

Please note that meetings scheduled for Dowgate Hill may be relocated to our new office depending on the date of our move.

VISITS PROGRAMME

Please see the flyers accompanying this issue of Air Pilot or contact Liveryman David Curgenvin at visits@airpilots.org.
These flyers can also be downloaded from the Company's website.
Please check on the Company website for visits that are to be confirmed.

GOLF CLUB EVENTS

Please check on Company website for latest information

Cover photo: Old Red, new Reds - Gnat at RIAT 2018.
Courtesy of Freeman Will Eeles.

A message from your Editor...

Good news! There is no need for Company members to start selling the Big Issue on the streets of London. We are no longer homeless; well perhaps a slight exaggeration since we have been well catered for in serviced offices on a temporary measure for some while. But now we have a new permanent abode in Southwark. For those that might be tempted to scoff that it is not in the City, well it is just over the river, and, having worked in the locale, albeit many moons ago, I can affirm there are plenty of hostelries nearby where members and staff can slake their thirst or assuage their hunger. Moreover it is as steeped in history as its more staid neighbour, the City itself. The site of the Tabard Inn, whence Chaucer and his band of merry pilgrims departed for Canterbury is only a few hundred yards away.



In the News section of this issue, you will find two references to the gliding world: firstly the BGA have understandably been a vehement opponent of the airspace grab by Farnborough which prejudices activity at the busiest gliding site in the country. Secondly the BGA has recently issued a reminder to avoid the overflight of their winch-launching sites. Which reminds me, stories from the gliding fraternity have been noticeable by their absence in this magazine. I should really welcome contributions on soaring exploits or issues – there must be some of our number who positively dislike a propeller in their cockpit view....

Paul Smiddy - Editor

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News Round Up

OVERFLIGHT OF GLIDING SITES

Liveryman Dai Whittingham encourages us to heed recent advice from the BGA:

A significant number of gliding sites winch launch gliders to 2000 feet or more using cables. Maximum launch altitudes are indicated on the ½ mil VFR chart with a forward slash and height. For example, Rivar Hill has a maximum winch-launch altitude of 3800ft, as shown on the graphic as /3.8. There is further detail about winch launch sites in the UK AIP. Pilots should not rely on seeing the winch launch happening. A glider will go from ground to 1,000 -1,500ft in about 20 seconds, so spotting it in the climb is too late to do anything about the conflict. The hazard continues for at least another 20 seconds as the cable descends under a small parachute. The higher the launch, the longer the descent. Many of the moving map databases and published approach plates commonly used by some private and most commercial pilots do not depict winch launch sites.

Ed Downham, who, as well as being a UK Airprox Board gliding member, is a Boeing 777 captain said, "So far, we haven't seen an actual mid-air collision with a winch cable. But it could soon be a matter for the AAIB rather than UKAB. Be under no illusion, such an encounter is highly likely to be fatal for those involved."

Chris Fox, another UKAB gliding member and an R44 pilot, said: "A recurring theme in these reports is that the powered aircraft pilot assumed that the gliding site would not be active – perhaps because the weather was less than perfect, or it was late in the day. Gliders can, and do, winch-launch in strong winds and any cloud base that permits the launch to be completed safely – often in conditions that would deter many other GA pilots."

The UKAB advise that pilots should always avoid glider sites. Only overfly them if you have timely, positive confirmation from the site itself that they are inactive. When avoiding glidersites, beware of simply skirting the ground

location by a narrow margin because there are likely to be gliders operating close to the site as they soar within gliding range. Even if a site has finished winch-launching for the day, it may have gliders returning from cross country flights, or motor gliders self-launching into the local area.

CAA AIC Y083/2011 refers

RYANAIR

It was a summer of discontent for Ryanair passengers, due to strike action by its pilots, and air traffic issues at Stansted. Finally the company has acceded to a voluntary trade union agreement in many of the countries (including the UK) in which it is based.

IS COMMERCIAL AVIATION PROVIDING PASSENGERS WITH A BETTER SERVICE?

Which? Magazine recently published an interesting investigation reporting how published flight schedules have broadly lengthened since 2009. Virgin's LHR to Newark service has slowed by 35 minutes, for example. Pilots will undoubtedly be aware of operational reasons why this might be so – skirting the world's trouble spots, slowing for fuel economy, etc. But Which? strongly suspected that this padding was partly due to a desire to avoid compensating passengers for flight delays under the EU compensation regime. BA, Easyjet and Ryanair were amongst the airlines mentioned. Whatever the excuses, the findings do rather underline that the passenger experience has ceased to improve.

ALCOHOL CONSUMPTION AMONGST PASSENGERS

Another depressing part of passenger travel is the increasing occurrence of poor behaviour from fellow passengers due to inebriation. The CAA notes that there were more than 200 reported instances in H1 2018 of disruptive passengers, vs. 417 in the whole of 2017. (It believes that there is a significant incidence of unreported cases).

Currently airport bars are exempt from the UK's licensing laws; Ryanair and Jet2 are amongst the airlines which favour a

ban on alcohol sales before 1000 hrs. This seems to the Editor an eminently sensible first step, and members might wish to discuss this possible improvement to our legislative framework with their MPs.

THE ABC OF THE RAF

Former fast jet pilot and QFI Paul Heasman has published a 56 page softback book with the above title. It is clearly designed to encourage young people to consider a light blue career. It is slightly difficult to judge the right age group for this book, but the 'A' is for Air Experience Flight, in which Heasman asks the reader "Do you know where your nearest Air Cadet squadron is based?". This indicates the target age group is probably 10-14. It certainly did not engage my four year-old grandson, although perhaps he has not had enough brainwashing as yet! There are some very good photographs in it, most sourced from the MoD, whom I imagine will be quite pleased with the tenor of the volume. It definitely fills a void – we need a Capt. WE Johns for the 21st century!

The ABC of the RAF costs £14.99 plus postage and packaging. For information or purchase please visit the Facebook page www.facebook.com/ABCofRAF or email ABCofRAF@outlook.com

INTER-LIVERY SKI CHAMPIONSHIPS

These are once again being organised by the Ironmongers – see <https://www.liveryskiing.com/>.

Our participation is again being co-ordinated by Sam Rutherford who is keen for volunteers for our team, particularly of the female gender. 2019 will mark the first year in which a trophy will be awarded by ourselves (for Fastest Rate of Ascent – don't ask!).



RAF MUSEUM VISIT

Master Elect Malcolm White, with his wife Vanessa and Warden Nick Goodwin supported a visit to the RAF Museum by The Worshipful Company of Gold and Silver Wyre Drawers. Hosted by Karen Whitting (the Museum's Director of Content and Programmes) and others from the Museum and the RAF Historical Branch, it was a splendid morning followed by an excellent lunch hosted by Master John Walsham.

100 YEAR OLD SWORDFISH PILOT REUNITED WITH HIS STEED

An emotional moment as 100-year-old (17 June 1918) Ian Templar watched the only flying Mk1 Swordfish in the world lift to the skies catapulting him back in time to 1940 when he got his wings and a commission as acting temporary Sub-Lieutenant.

Cdr Nathan Grey, currently a pilot in the Fleet Air Arm was at RNHF filming for the next series of HMS Queen Elizabeth and had just flown in the 78 year old aircraft. Cdr Gray flies the F-35B Lightning fifth -generation aircraft. Cdr Gray said "I feel immensely proud to meet Ian today, what an absolute privilege it is to shake his hand. To know what his generation in the Fleet Air Arm achieved in this biplane made of Irish linen during World War Two is truly inspiring and the foundation on which we operate today." This is the first time Ian has been back to RNAS Yeovilton since 1944! It revived his memories of 'chasing Italians in the Mediterranean'.



AIRSPACE CHANGES

Liveryman Nick Willcock writes:

In the News Round Up section of Issue 28 concerning Farnborough Airspace, it is stated that the new Class E TMZ blocks will allow access for aircraft 'without the need for air traffic control clearance'. To use that immortal line from Independence Day - "That's not entirely accurate"!

Under SERA, entry into Class E airspace without ATC clearance is only permissible for VFR traffic. Below 10000ft, VMC in such airspace requires at least 1000ft vertical and 1500m horizontal clearance from cloud and an in-flight visibility of not less than 5km. Conditions below these limits are IMC, requiring the pilot to operate under IFR and to have an ATC clearance. Pilots of aeroplanes and helicopters, but not sailplanes, must also hold an instrument qualification to fly under IFR; gone are the days of PPL holders without IMCRs being legally permitted to fly under IFR! However, NPPL and LAPL holders may fly out of sight of the surface as long as they can maintain VMC, but may not operate under IFR.

Hence the Class E TMZ blocks will probably be of little facility to GA traffic unless the pilot can guarantee remaining in VMC; as SVFR is not available in CTAs, Farnborough ATC are also going to have to be prepared to accept suitably qualified pilots' requests for IFR clearance at short notice, particularly from pilots already operating inside the blocks under VFR.

Of course the alternative is that many pilots will simply ignore the limits, either deliberately or through lack of knowledge. One hopes that they will not take this option, because that would surely lead to the airspace being recategorized as Class D, requiring all traffic to be under an ATC clearance

The recent decision by the CAA broadly to accede to TAG's request for a vast increase in controlled airspace around Farnborough has provoked a wave of distraught response from the other parts of the GA community who will be adversely affected by these changes. The response from the GAA is shown in full below.

GAA ALLIANCE RESPONSE TO THE CAA AIRSPACE MODERNISATION STRATEGY

This is the General Aviation Alliance (GAA) response to the new draft Airspace Modernisation Strategy (CAP 1690) consultation and should be read in addition to the GAA on-line survey comments, as well as any responses from individual GAA member organisations.

The GAA is a group of organisations representing the interests of many in the UK General Aviation (GA) industry. Members of the GAA include: British Balloon and Airship Club (BBAC); British Gliding Association (BGA); British Hang Gliding and Paragliding Association (BHPA); British Microlight Aircraft Association (BMAA); British Parachute Association (BPA); Helicopter Club of Great Britain (HCGB); Light Aircraft Association (LAA); PPL/IR Europe - European Association of Instrument Rated Private Pilots; Royal Aero Club of the United Kingdom (RAeC). The GAA coordinates about 72,000 subscription paying members of these bodies.

Introduction

The GAA understands and supports the need to modernise UK airspace to create structures and flight procedures that are efficient, safe and proportionate for all users. In doing so, we recognise the considerable challenge in balancing the differing requirements of a broad range of users, particularly at lower altitudes, and stand ready to contribute to subsequent work to deliver the strategy, either directly or through the Future Airspace Strategy VFR Implementation Group (FASVIG).

Whilst the GAA welcomes the strategy, we are concerned that it is focussed largely on the commercial aspects of UK aviation and pays insufficient regard to the needs of, or issues facing, a burgeoning GA community. These need to be given more consideration in the strategy if the Government's objective to make the UK the best place in the world for GA is to be achieved. As a national asset, airspace should be available to all (with the default position being uncontrolled airspace), which requires a holistic approach to satisfy the requirements, as far as possible, of all forms of aviation. Our main concerns centre on the proposed governance

arrangements and on the modernisation of lower airspace.

Governance arrangements

The governance structure does not lend itself to independent decision making, with only the proposed Independent Commission for Civil Aviation Noise (ICCAN) providing independent oversight, albeit with a very narrow remit.

We are particularly concerned about the integrity of a structure that essentially places NATS, 42% of which is owned by the Airline Group and which is funded by the airline operators, as the airspace modernisation Project Management Office (PMO). We believe there is a need for independent oversight of airspace modernisation and would like to see the appointment of a truly independent PMO to provide oversight of the delivery plan. Additionally, we believe that consideration should be given to creating further independent bodies like ICCAN to provide oversight of other important aspects of the modernisation programme, such as safety.

The role of the CAA as the airspace regulator and primary decision maker is set out clearly in the strategy, albeit muddled somewhat in practice by the fact that, although accountable to Government, it is funded by those it regulates. Notwithstanding, without the power to initiate or mandate airspace modifications within the delivery plan, it is difficult to see how the current piecemeal development of lower airspace based on change proposals submitted by commercially driven airports and Air Navigation Service Providers (ANSPs) will 'further enable greater access to airspace for non-commercial users.' As such, we support the move to give the Secretary of State new legislative powers to direct airports, through the CAA, to take forward the airspace changes necessary for modernisation.

As highlighted last year by Andy Wightman MSP ("Flawed Airport Consultation" speech to the Scottish Parliament on 27 April 2017), the governance framework is simply not one that can work in the public interest when both the CAA and NATS are accountable to the Government but funded by the airline industry and therefore accountable to private interests as well.

Lower airspace modernisation

The key part of the strategy for the GA community, unsurprisingly, concerns the modernisation of airspace at lower altitudes where the majority of GA activity takes place.

The GAA is, therefore, particularly interested in ensuring that GA needs and views are fully considered in the modernisation of airspace below around 7000 feet, both around airports and outside controlled airspace. We have no difficulty with the initiatives relating to these areas but, given that the strategy '...is expected to improve access to airspace for General Aviation, by enabling greater integration (rather than segregation) of different airspace user groups', are concerned that there is not more emphasis on changes to the overly complex and outdated lower airspace structure.

Whilst the strategy refers to new airspace, procedures and technology to improve booking and release of segregated areas in the upper airspace under the Advanced Flexible Use Airspace (FUA) initiative, there is no corresponding lower airspace initiative. Indeed, there is no reference to the reclassification of under-utilised or redundant controlled airspace and scant mention of the shared use of regulated airspace for VFR operations. We strongly believe that there should be an initiative to conduct a review of the airspace below 7000 feet to identify, inter alia, underused or larger than strictly necessary controlled airspace, with the aim of releasing this and improving access for all classes of aircraft across the GA sector. Such a review could also usefully consider 'best practice' elsewhere in Europe.

On a related point, although the strategy acknowledges that many airport arrival and departure procedures today are outdated and should be redesigned based on more precise satellite navigation technology (and the steeper climbs and descents that modern commercial and military aircraft are capable of), there is no mention of the opportunity here to reduce the dimensions of controlled airspace around airports. This is a significant issue for GA and would go some way to reducing hot spots of congestion in lower unregulated airspace and thus the risk of mid-air

collisions. The GAA believes that modern commercial aircraft performance and technologies should translate into reductions in the dimensions of airport control zones. The strategy ought to highlight this and initiate work to consider how commercially driven parties can be incentivised to release controlled airspace.

Conclusion and recommendations

In conclusion, the GAA understands and supports the need to modernise UK airspace but is concerned that GA use of airspace (both controlled and uncontrolled) has not been given due consideration in the strategy. Specifically, we have concerns about the proposed governance arrangements and the approach to delivering change at lower altitudes. To address these issues, we recommend that:

- A truly independent PMO is appointed to provide oversight of the modernisation delivery plan.
- Consideration is given to creating further independent bodies to provide oversight of specific aspects of the modernisation, such as safety.
- The CAA's powers are extended to enable it to direct airports to take forward airspace changes necessary for modernisation.
- An additional initiative is introduced to review the airspace below 7000 feet, with the aim of identifying and releasing underused or larger than strictly necessary controlled airspace and increasing GA access.
- Work is initiated to consider to how airport operators might be incentivised to release regulated airspace.

AIRSPACE INQUIRY - THE VIEW OF THE APPG – GA (their latest press release)

The All-Party Parliamentary Group on General Aviation (APPG-GA) is parliament's largest APPG, with 174 MPs and Peers[1]. The parliamentary group works to educate parliamentarians and ministers about the role that aviation plays in society and our economic nation's prosperity. The APPG has five expert Working Groups covering Airfields, Airspace, Tax & Regulations, Heritage Aviation and STEM Jobs &

Skills.

The APPG-GA believes that the UK's airspace belongs to everyone. Removing it from certain users must come with responsibilities. Equitable access is therefore paramount. This paper has been produced by the Airspace Working Group and follows the announcement during July 2018 that the APPG-GA intends to investigate the way that airspace is managed in the UK.

[Inquiry Purpose and Scope](#)

The inquiry will study all components of governance and process that result in airspace decisions and make recommendations on how to improve the current system. In addition to making representations to ministers on the findings, MPs and Lords may wish to introduce legislation to change the current law.

Focussing primarily on lower airspace, the inquiry is likely to cover topics such as;

- Current and potential future issues relating to the overall strategy, policy and principal mechanics guiding airspace design, management and the measurement of effective performance
- The principal current and potential future influences on airspace strategy and policy as identified by different stakeholder groups
- The underlying principles that should be used to guide all airspace-related matters (e.g. proportionality; need to maintain currency/relevance of designs; retire designs when no longer required; periodic independent reviews – e.g. by National Audit Office – of the efficiency and effectiveness of airspace strategy, policy and specific mechanisms; equitable consideration of

all stakeholder groups; requirement for evidence-based inputs; reference to best practice; etc.)

- Assessment of the efficiency and effectiveness of current airspace-related processes
- Delegations of authority, including the allocation of accountabilities,
- responsibilities, roles and interests
- The role of non-governmental organisations that are a part of the established airspace system (e.g. NATS)
- The case for making change in priority geographical areas
- Whether airspace change sponsors should make financial contributions in return for taking away airspace from other users – similar to so-called Section 106 provisions in national planning policy

[Airspace Report Recommendations](#)

The all-party group will invite stakeholders to submit evidence through a formal Call for Evidence process, hold Hearings in the Palace of Westminster as part of their Inquiry, and produce a written report. The report, which will include specific recommendations, is expected to cover:

- Governance and management of the UK's airspace
- Parliamentary and ministerial oversight
- Government role
- CAA roles and responsibilities
- NATS roles and responsibilities
- What the overarching policy objectives should be for airspace
- What measures should be in place to increase efficiency and ensure equitable

access for all airspace users

- What measures should be in place to monitor and withdraw underutilised areas of controlled airspace
- What measures should be in place to ensure governance and process remains fit for purpose
- And who pays

[Next Steps](#)

A general Call for Evidence will close on 31st October 2018.

Formal invitations will be issued to certain stakeholders, but any organisation that wishes to present evidence and make representations should do so in written format addressing the broad headings in this Terms of Reference discussion paper to present their evidence. Please email: [**AirspaceInquiry@GeneralAviationAPP G.uk**](mailto:AirspaceInquiry@GeneralAviationAPP.G.uk)

Please note that your evidence will ordinarily be published.

Witness invitations to give evidence will be sent out in November. Based on the Call for Evidence response, APPG-GA intend to hold a number of oral witness hearing sessions in the Palace of Westminster. These will be both broadcast live and taped.

[Follow up](#)

The APPG-GA Airspace Inquiry report will be published in 2019. This will include recommendations for ministers. A formal response to the report will be requested from government ministers. MPs and Peers may decide to introduce legislation in order to bring findings into effect.



Master's Message and North American Tour Report

By Captain Colin Cox

Look up 'The Master' on Wikipedia and you'll see that he is a recurring character in a British science fiction television series, Doctor Who. Sometimes I do feel like a bit of a time traveller when I write these articles. Not only do I have to write about what's happened in the past, print deadlines dictate that I also have to write about things before they've happened so that they appear to have occurred in the past.

As an example of what I'm talking about, let me mention the day upwards of 120 of our members and their guests descended upon Highclere Castle for our annual garden party. Of course, at the time of writing this event hadn't occurred yet so I can only hope that the weather gods played ball and that everything turned out as planned. From the information sheet provided it certainly looked like having the potential to be a really enjoyable day out. David Curgenven and his team have certainly excelled themselves this year in providing a varied and interesting cornucopia of visits from gin making sessions to our usual aviation-related activities such as fly-ins etc.

What I can write about with a high degree of certainty however is the Master's Visit to our North American Region. Taking advantage of the lull in activity during August in the UK, Denise and I flew to Vancouver where I was to attend the Aerospace, Defence and Security Expo at Abbotsford Airport, British Columbia, escorted by North American Region Director, Alistair Beaton.

Prior to this I was invited to a dinner in Vancouver where I was introduced by Alistair, and Past Chairman of the Region Dr Steve Stewart, to representatives of an organisation that wishes to invest heavily in broad-brush aeronautical training in the hinterland around the Vancouver area. Inevitably this would involve pilot training from ab initio through to advanced modules including substantive simulator installations. If I said that this dinner was at the Shun Feng Seafood Restaurant in Richmond, a suburb of Vancouver, it

would come as no surprise that the main investor is a mainland Chinese businessman with a vision to develop an aviation college in the lower mainland of BC. After five years he hopes that this development will have morphed into a University of the Air where, not only pilots, but engineers, cabin crew, ground personnel etc. will all be able to start out on their respective careers. Grand plans indeed but from little acorns, as they say, mighty oaks do grow and from this dinner a pledge of C\$100,000 was made which will go into a trust administered by the North American Region itself, with a view initially to assist in the training of pilots. Our benefactor also very kindly paid for the dinner!

For those who haven't visited, Vancouver is a spectacular city and home to another institution which has attracted Chinese aviation business interest with a 25% interest in Harbour Air, a successful floatplane company operating out of two locations in the Vancouver area. Harbour Air Seaplanes also happens to be one of our North American Region's affiliates. Denise and I were invited to experience their operation with a flight in a DHC-3 Turbine Single Otter from their base in Coal Harbour, downtown Vancouver, to Victoria on Vancouver Island. Harbour Air Seaplanes were recipients of our Cumberbatch Trophy "for its outstanding safety record" in 2011/12, a fact which is acknowledged on its website. Their safety record is no less significant to this day and this safety culture was evident throughout the whole process of check-in, boarding, flight and disembarkation. I was able to witness it all first hand as I was invited to sit in the right-hand seat beside Captain Darren Malcolm, a veteran floatplane pilot of some 30 years, 13 of which are with Harbour Air. His boss, President at Harbour Air Seaplanes, Captain Peter Evans, is a Liveryman of our Company and we are deeply indebted to his continued hospitality.

The Defence and Security Expo was very much a talking shop but useful from the point of view of meeting many industry movers and shakers. The Eurofighter sales team was there from

Germany and they tried to talk me into helping with their pitch to the RCAF concerning the relative merits of the Typhoon vs the F35B. I said that they didn't need any help from me, considering just cost alone, and they very kindly gave me some Eurofighter trinkets by way of mementos for my wise words.

Abbotsford was again the venue next day for Canada's premier air show where I was to present the Master's North American Trophy to this year's recipient, Coulson Aviation, an aerial fire-fighting company. Unfortunately, at the time we were there, no less than 40 fires were blazing across Western Canada alone, let alone further south across the border, and Coulson Aviation found themselves somewhat stretched to find a representative to receive it. The certificate will be framed and presented at a later date. Speaking of awards, I was finally able to put a face to the name when I met with Donna Farquhar, our North American Administrator, who is to be presented with the Sir Alan Cobham Memorial Award at the Trophies & Awards Banquet this year. It is hoped that she might be able to travel across the 'pond' to receive it in person. For many years Donna has been associated with The Abbotsford International Air Show Society, another North American Affiliate of ours, as is the Canadian Snowbirds Demonstration Team and it was great to see them in action from a prime position on the lawn outside the President's Club Chalet.

From Vancouver the Mistress and I flew to Washington, DC via Toronto. Therein lies a tale. Your Master contrived to 'mislay' his mobile phone whilst having a shoeshine - what else do you do with a three-hour transit stop? Obviously not realising at this point that I was sans phone we proceeded to clear US immigration in Toronto. Only when we were in the USA (whilst geographically still in Canada) did I realise I didn't have my phone. Apple's 'Find my iPhone' is a wonderful thing. It indicated that it was sitting at the shoe shine stand (in Canada). Do you think the powers-that-be would let me back? Would they 'eck as

like! At this point I will extol the virtues of Air Canada in the air, but on the ground? Not so good.

Good old Apple to the rescue though: 'I've lost my phone – call this number' I put Denise's mobile number out and lo and behold it rang. "I've got your phone," said a voice. "Brilliant! Hand it to Air Canada Ground Services," I suggested. "Sir," came the reply, "Between you and me better to leave it with the shoe shine guy!" Well, cutting a long story short, the shoe shine guy got my phone to me so, if you're ever passing through Toronto's Pearson Airport, go and have your shoes shined at Walter's Shoe Care. Anyone from Air Canada reading this? Now, that's service!

Anyway, we made it to Washington and were kindly met at the airport and taken to the Army and Navy Club, an affiliated club of the RAF Club in London, by North American Regional Chairman, Capt. Bill Pinney. The next day, in his capacity as Docent of the Smithsonian Air and Space Museum at Dulles Airport, Bill generously gave Denise and I a personal guided tour taking in such magnificent exhibits as Enola Gay and the Space Shuttle, Discovery, amongst many others. That afternoon Liveryman John Cox joined us, having flown in from his home in Florida, to discuss meetings we were due to have next day.

In the event, one of those meetings with the NBAA unfortunately had to be cancelled but we did have a very productive meeting with the Chairman

of the NTSB, Robert Sumwelt, and we also met with representatives of the Flight Safety Foundation. The principle subject of discussion was the ongoing difficulties all agencies have with the handling of uncontained lithium-ion battery fires and some examples freely available to view on social media are very worrying indeed. With other subjects under discussion, Bill and John both felt that the meetings had been very fruitful, and John departed back home to Florida and Bill dropped us off at the Dulles Marriott ahead of our trip to Montreal the next day. Or so we thought.....

It's a very long story but our flight next day went tech and was subsequently cancelled. Try as we might we could not find any alternative way of getting to Montreal or indeed Ottawa, which was our final destination after planned meetings anyway. With an enforced unscheduled night in another hotel at Dulles we eventually got to Montreal late the next afternoon. Upper Freeman Chris Brown, who had been equally frustrated at having had several meetings cancelled then drove us all the way to Ottawa for the night. We did manage to reschedule a meeting with Commander of the Royal Canadian Air Force, Lieutenant General Al Meinzinger and that meeting went very well. It was akin to meeting with an old friend, as I had already been introduced to General Meinzinger at a reception at the Canadian High Commission in London earlier in the year and I also bumped into him again at Abbotsford. I did manage to

pull a rabbit out of the hat though by arranging a last minute meeting with a representative of the College of Professional Pilots of Canada with a view to combining our collective efforts in promoting professionalism within the aviation industry in Canada, so all was not totally lost.

The flight home was uneventful and, on this occasion, can give Air Canada a pat on the back. They have even gone so far as to agree to reimbursing the cost of our hotel for the extra night in Washington. By now of course this is all a distant memory and we are keen to capitalise on our experience in attempting to ensure the Australasian leg of our adventures go smoothly. That of course is immediately after the Trophies and Awards Banquet later in the month. Whilst the office staff are actively involved with organising the T&A, the general day-to-day activities of the Company cannot be ignored so this time of year is a very busy one for all concerned. This past few months particularly have seen a flurry of activity with regard to seeking out a new home for our Honourable Company.

One area where I have been somewhat remiss is application to the Master's two charities this year. We have been quite successful with promoting awareness of Jill Robinson's 'Animals Asia Foundation' and saving of the Moon Bears of China and Vietnam from their fate, but there is more to be done in that regard and I hope to continue that particular promotion on my visit to Hong Kong.

The Mistress in Business Class.



Denise and myself after landing in Victoria, Vancouver Island.



For now, I would like to turn to my other charity for the year and I made no apology in my inauguration speech earlier in the year for nominating Great Ormond Street Hospital and specifically children with cancer. Things are brought so much more clearly into focus when one of our own finds themselves so sadly in the thick of it.

It has recently been brought to my attention that Assistant Dacre Watson's 7-year-old grandson, William, requires extensive, and complicated, surgery and it will only be through the good offices of the surgeons at Great Ormond Street that effective correction to his condition be accomplished. Dacre is a cancer survivor himself, along with others I can think of, but it seems such an exceptionally cruel disease to have affect those so young as well. Please spare a thought for young William and any

support for the work of the Great Ormond Street Hospital in helping fund their pioneering work in developing new and kinder treatments for difficult-to-treat childhood cancers will be greatly appreciated.

Turning to our colleagues in the RAF now, we continue to support them in their 100th anniversary celebrations. In addition to the many and varied events I have attended on behalf of our Company, last month, along with Past Master Pooley, I was privileged to be invited to a Battle of Britain Dinner by the Air Force Board held at RAF Northolt. Home to the Hurricane, Northolt played a significant role in the Battle of Britain and was also home to No.303 Polish Fighter Squadron. This year also happens to be the Centenary of the Polish Air Force, and a Service of Remembrance and Thanksgiving was held at St Clement

Danes Church in London in commemoration. Once again, I was privileged to be invited to attend the service and the subsequent reception at the RAF Club.

It's now time to put my 'time traveller' hat back on at this point and look forward to the Trophies & Awards Banquet at Guildhall, with it being the principal event of our social year. We know that people are coming from far and wide for this spectacular annual celebration of ours, and Denise and I are really looking forward to meeting with as many of our members and their guests as we can. Immediately after that we depart on our tour of New Zealand, Australia and Hong Kong and, from what I've seen of the proposed programme so far, we are in for a spectacular, if very busy, trip.

So, with that, I'm off to join my fellow time lords.....



Myself with Bill Pinney, NA Region Chairman with Space Shuttle Discovery in the background (Udvar-Hazy Museum - Dulles), Washington, DC)



Shoe Shine Guy – Toronto Airport.



Visit with Commander RCAF, Lt-Gen Al Meinzing, in his office at the National Defence HQ in Ottawa with UF Chris Brown of the NA Region.

Abbotsford group photo. Myself with the Mistress and Donna Farquhar, The NA Region Administrator, and Alistair Beaton, NA Region Director, and his wife, Diane.



Master Typhoon Salesman at Abbotsford Trade Exhibition



From the Desk of the Director Aviation Affairs

Liveryman John Turner

BREXIT & HEATHROW

By coincidence as I was starting to write this, the House of Commons Library Briefing Paper (Number 08387, 28 August 2018) entitled “The Brexit White Paper on future relations and alternative proposals” arrived in my inbox. This Briefing Paper covers the UK Government’s White Paper ‘The Future Relationship between the United Kingdom and the European Union’ (Cm 9593) published on 12 July 2018 and an ‘alternative white paper’ drawn up by the Department for Exiting the EU that was published in 24 separate extracts on the Conservative Home website in July; “The DexEU Alternative Brexit White Paper – Canada Plus Plus Plus 19) – Transport” covers aviation. To continue my theme from last issue, the fact that it takes two different papers to cover the same topic does little to suggest that UK has a single strategy for its future! However, on aviation there does appear to be a singular theme.

From the White paper: “The UK’s proposals include an Air Transport Agreement which seeks to maintain reciprocal liberalised aviation access between and within the territory of the UK and the EU, alongside UK participation in EASA” and “The Government would like an “Air Transport Agreement” which would “permit UK and EU carriers to operate air services to, from and within the territory of both the UK and the EU on an equal basis” (Chapter 1, para 130). The Government wants the UK to stay in the European Aviation Safety Agency (EASA), and to cooperate closely on air traffic management and aviation security. The EU-Canada Air Services Agreement would be a possible template for an open-skies deal between the UK and EU to keep air traffic flowing.

From the ‘alternative white paper’: “UK seeks fully liberalised access for UK carriers to the common aviation area (replicating current levels of market access) ... the basis of committing to domestic legislation equivalent to the

aviation acquis and committing to maintain that equivalence in the future” and that the UK “will explore the grounds for continued UK participation in the European Aviation Safety Agency (EASA)”, accepting that “this would mean abiding by the rules of the agency and making an appropriate financial contribution”. It points out that legislation underpinning the EASA creates a framework for third country participation (which has enabled Swiss participation in the Agency), and that the UK would aim to continue close cooperation with the EU on air traffic management through its continued membership of EUROCONTROL (a non-EU body), and through ensuring equivalent legislative commitments to the Single European Sky (SES) with some additional detail on access, safety, air traffic management and security. Interestingly, it concludes on aviation with two statements:

“The future partnership on aviation should avoid the introduction of restrictions on ownership and control and ensure continued mutual recognition of relevant professional qualifications and licences. The UK has a high level of ambition for a future partnership in air transport between the UK and the EU, and in guaranteeing the connectivity citizens and businesses benefit from today. We start from an unprecedented position, with the same rules and regulations as the EU, and the EU has shown in the past that creative arrangements can be agreed in other areas.

In addition to securing an ambitious agreement with the EU on aviation, we will seek new arrangements with third countries with which the UK is currently party to EU-level agreements on air services. These agreements include some very important markets for the UK including the US and Canada. In 2016 North American residents travelling by air spent £3.6 billion in the UK. Discussions are already underway with Ineie (sic) countries to ensure a smooth and seamless transition to new arrangements after the UK leaves the EU.”

So there appears to be consensus on the aim to stay within EASA although the

alternative paper does hint at ‘having the cake and eating it.’ Now we must persuade those in parliament not to precipitate an end to continuing UK membership of EASA.

MAG2TRUE

If you personally are not convinced already of the merits of this campaign, please take some time to look at the Nav Canada presentation at <http://www.ukfsc.co.uk/wp-content/uploads/2016/11/CFIT-Magnetic-vs-True-North-NAV-CANADA-Sept-2017.pdf>. Although this was written before their successful flight trial proved the concept, it provides a good summary of the safety issues as well as the on-going costs that arise from our moving reference system.

UNMANNED AIR VEHICLES/SYSTEMS

The UK is moving ahead with ‘drone’ legislation that will require every pilot/operator to register any UAVs greater than 250gm and to hold a certificate of competency to operate them. As part of the move in that direction the UK Department for Transport (DfT) held a consultation, our response to which included the following points:

- Drones of up to 20 kg have the potential to damage property and to cause injury or death.
- Inappropriate drone flying has the potential to cause large-scale death (100 plus people) and destruction of property over a significant area (airliner crash, road or rail accident) through unsafe interaction with land and air transports.
- To ensure all drone operators can be expected apply a reasonable level of care, they should be of a suitable age (i.e. 18 years) to hold responsibility for the appropriate exercise of that care. We hope that such an age requirement will first ensure that Drone operations are considered separately from toy playthings and second provide an assurance that the required level of care is taken during drone operations.
- The review in support of future drone legislation should cover the equivalence of drone and manned aircraft safety in design and operation. Although drones

are often seen as aviation new-comers, it is quite likely that they will, at least within certain locations, become the majority user of some airspace segments. Therefore, it would be sensible to apply (to the extent that it is possible and appropriate) equivalent rule-sets to drones and to manned aviation safety requirements.

- The DfT proposal for a 1km restriction zone around airfield boundaries (in which all drone flying would be prohibited, but outside of which 1km drone flying up to 400 ft above ground level would be allowed) would not provide adequate protection for aircraft on final approach at many airfields. It would be more appropriate for each airport to promulgate the areas where drone flying is not permitted so that there is always a lateral and height safety buffer between manned and unmanned aircraft using an aerodrome, and those that are operating outside of or separate from the known aerodrome aviation environment. This would maximise the available space for Drone operation while sustaining aerodrome's operational safety.

If we embrace the concept of equivalent levels of safety, we face even more complexity because to sustain 1,000 ft separation between drones and aerodrome air traffic, the area of 'other drone' prohibition would be required to include anywhere that aerodrome traffic might fly at less than 1,400 ft ABOVE AERODROME ELEVATION, with drones operating within 1km of that boundary being restricted to operating no higher than 400 ft ABOVE THE ELEVATION OF THE ADJACENT AERODROME. The height reference becomes important because at present (for 'small' civilian drones) the 'not above 400 ft' is considered by operators and the police as referenced to the elevation of the point where the operator is standing. Aerodromes would have to promulgate their specific drone limitations dependent on approach and departure (and visual circuit) procedures in use by aerodrome traffic at the time. This would be much more complicated than the historic '2 nautical mile/2,000 ft Air Traffic Zone' that surrounds many smaller airfields but modern web- and app-based methods would ensure current information was readily available to the drone operator. To satisfy ever-increasing

demand for airspace, new rules must provide (only) the protection that is necessary for a safe aerodrome flying environment rather than a 'one size fits all' that prevents drone operation where it could have been conducted safely.

The expectation in the UK is that drone exclusion zones will be promulgated in the first instance through a web/APP-based Flight Information and Notification System (FINS) for drone operators (and for other aviators to check on intended drone activity). However, with the rapid advances in miniaturisation, we might expect universal ADS-B carriage to allow us all to operate within a 'known traffic environment' that would finally unlock the ability to share airspace safely in real time across all users. Drone exploitation for leisure and for commercial reasons is developing rapidly, so it is important we establish from the start an environment that will work effectively and safely for everyone, rather than advantage some at the expense of others.

GAZETTE

APPROVED BY THE COURT 20 SEPTEMBER 2018

ADMISSIONS

As Upper Freeman

William CUMBERLIDGE
Christopher HARROLD (AUS)
Simon HUREK (HK)
Billy McGEE (NA)
Patrick MORDECAI
Oliver PAYNE
Mark PONTING
Sabu SIVARAMAN (OS)
Earle VANCE (HK)
Christopher WRIGHT (HK)

As Freeman

Jennifer BAKER-CARR
Warren BERESFORD (AUS)
David CAMPBELL (HK)
Matthew LITTLE
Justin SHAVE (HK)
Ian SULLIVAN

As Associate

Bruce BOEREE (HK)
Bradley DARE (AUS)
Wayne ZILCO (AUS)

ACKNOWLEDGED BY THE COURT

20 SEPTEMBER 2018

REGRADE

To Livery

David ALLISON
Clive ROSE
Kieran TRASLER

As Upper Freeman

Claudine MILES

As Freeman

Ian PALMER

REINSTATEMENT

As Upper Freeman

Karl SMYE

DECEASED

Roger MINARDS
Philip PORTER
Sir Adrian SWIRE

RESIGNATIONS

Mark BAUGH (HK)
Wolfgang BERN (HK)
Kathryn CHAPMAN
Terrence DUHIG (HK)
Keith FILBEY
Jaki HOWES
Trevor JARRETT (HK)
Peter JOHN
Gus LARARD (HK)
Ian METHUEN
Thomas RAEBURN
Rachelle ROGERS
Philip RUSHTON
Anthony SHEPHERD
Steven WYTHE

The Heroes at Highclere

By Past Master Chris Hodgkinson,
Photos courtesy of John Denyer

Our Summer Garden party was held at 'Downton Abbey' in early September, with well over 100 members and guests, as part of Lady Carnarvon's two day concept to support the charities, soldiers, airmen, veterans and nursing teams to mark the centenary of the closing stages of WWI. This Victorian pile is set amidst 1,000 acres on the Hampshire/Berkshire borders. During WW1 it was a hospital, and a home for evacuated children in WWII.

Organised as efficiently as ever by our indomitable David Curgenven, we enjoyed a mostly sunny day with the benefit of a splendid marquee for our picnic lunches and Pimms – the only guests permitted to bring food and liquid refreshments. Some of the many attractions for the two days may still be found at <https://www.highclerycastle.co.uk/hero-es-highclere-2018>.

A highlight of the day, preceded by a short service, was the unveiling of a wooden sculpture entitled 'Airmen' in memory of the crews of the aircraft which crashed on the estate, namely a Lysander in February 1942; a Percival Proctor in November 1942; a Whitley in December 1942; Mosquitoes in December 1943 and March 1944; a P38 in May 1944, and a B17 Fort Worth Jail House in May 1945. Some of you may have seen the programme earlier this year where Lady Carnarvon, with her band of assistants, including Captain Steve Bohill-

Smith, were still finding remnants of the B17.

There were talks from several speakers including Robert Harris and Lord (Julian) Fellowes who spoke of his concept for Downton Abbey. Many members availed themselves of the chance to walk through Highclere and see where parts of the TV series were made. There was plenty of music and entertainment including the (Reading) Scottish Pipe Band, the Gatsby Girls and the Rockabellas.

Past Master Spink gave us a spirited display in a P51 Mustang immediately after the unveiling and other highlights included the Great War Display Team from White Waltham (see photos); the de Havilland Nine Formation Team; the BBMF Spitfire and the B17 Flying Fortress Sally B from Duxford. On the ground was a Chinook and a Wasp.





In 1909 Captain Sir Geoffrey de Havilland purchased the recently vacated testing ground, substantial sheds and hangers, built to house a flying machine designed by Mr Moore-Brabazon, and brought his aircraft from the factory in Fulham.

Sadly it crashed on the first take-off.

After substantial redesign, the No 2 aeroplane was brought to Highclere and this time flew successfully.

Past Master Brian Pickard FRCS FRAeS

By Past Master Chris Hodgkinson

In early September, the Master and four Past Masters attended a 'Celebration of the Brian's Life' at the Regent Street Cinema. An unusual location you might think, but since Brian's elder daughter Diane is Vice Chairman of Westminster University which owns the Cinema, and Brian was by his own admission an atheist and occasional agnostic, it all made sense. Diane is the mother of Jonathan Yeo, painter of an exceptional portrait of his grandfather.

Brian was Master in 1979, when we used Guildhall for the first time to celebrate our 50th. We didn't use Guildhall again until 1995, when Mansion House was closed for renovation.

He died in July after a short illness, aged 96. After qualifying at Guy's Hospital in 1946, Brian became a highly-respected

ENT surgeon. He worked at King's College Hospital, the National Hospital for Nervous Diseases, and Great Ormond Street Hospital, before becoming Consultant at St George's Hospital, London, where he had a long and very distinguished career.

He learned to fly in the post-war RAF and went on to gain his PPL/IR, owning a Chipmunk (G-APTS) which he flew all over Europe. Well known for introducing staff and colleagues to the joys of aviation via his infectious enthusiasm, he used the Chipmunk and his PA28 as serious business tools. As well as a passion for general aviation, Brian was a keen sailor and inspired many medical students in his role as Commodore of the London Medical Schools' Sailing Association.



We heard from some 7 speakers about his life – his upbringing in Blackheath; time as a doctor and leading consultant; voluntary work with the Dispensaire Francaise (a medical service for the French and Francophones) for which he received the Legion d'Honneur; sailing and his several boats; as a father from his son Bill, a B747 Captain; as a pilot from Prof. Mike Bagshaw with a splendid story of flying in Brian's PA28 to Poland for a medical conference at the height of the Cold War; and finally his grandchildren and great grandchildren.

Sun, Lakes & Glaciers - The story of a summer holiday

By Past Master Chris Ford

It is with a twinge of sadness that I sit in an Air Canada Boeing Dreamliner, flying from Vancouver to London, and contemplate on an all too short 2 weeks' holiday in the Yukon. I went out to stay with my friends Craig & Donna Unterschute in Whitehorse, with the ultimate aim of being able to have a few hours of piloting a float-plane for the first time. Sue and I first met Craig and Donna at a dinner given by Britten Norman (BN), at Lee-on-Solent in the summer of 2015, to celebrate the 50th birthday of the Islander Aircraft. I presume I may have been invited as the Master of the Honourable Company, but perhaps the 3500 hours I have flown on both piston and turbine Islanders may have helped. Craig owns his own charter company¹ based in Whitehorse and Dawson City, and at the time owned 3 Islanders. We had a common cause and enjoyed each other's company that very sunny evening whilst being well wined and dined by BN. On parting he did make the rash offer for Sue and me to visit them both at some stage in the future. We did indeed take up the offer, and in 2017 stayed with them for a short spell. When we parted Craig insisted that I ought to return to the Yukon again and

learn to fly a floatplane. Never one to turn down a good offer I leapt at the opportunity to take 2 weeks this summer to return and see more of the Territory.

I arrived on July 20th to find the Yukon bathed in very warm weather which, to my delight, lasted through all but my last day on the 4th Aug. As with any business, and Great River Air is no exception, there was more to do than just swan around in a floatplane! Craig had just taken delivery of a Stearman built in 1942, which he is endeavoring to have transferred to a commercial operator's licence to enable him to re-establish the original Klondike Airways. He will then relocate the aircraft to Dawson and conduct sightseeing flights round the gold fields and the Tombstone Mountains.

For the first few days I helped Craig set out in detail the 100hr/12 month servicing schedule to present to Transport Canada for approval. This approval would eventually set the wheels in motion to gain certification to do commercial flights. During this time I was given the chance to see the local area from a PA28, which I was allowed to fly for 40 mins under the supervision of Kelly Collins². Kelly is one of Craig's pilots and is a well



Enjoying being at low level again

respected FI, who had just ferried the Stearman from Sault St. Marie, Ontario to Whitehorse³.

To make matters more complicated, there were issues with an Islander Craig is having rebuilt, and the 206s he operates in Dawson both needed 50hr servicing. We made a quick trip by road (just 5 ½ hours) to Dawson and took spare parts and food up to the pilots and their families. Whilst there I was asked to chaperone one of his younger staff on a flight in the PA28 as she flew a sightseeing trip of her own. Armed with a ¼ mil map and, very unused to the variation being 28E (!), I sat in the right hand seat and guided her as she flew the PA28 over Dawson and through the mountains for the first time. We had fun and saw the wonderful peaks of the Tombstones and, despite her trepidation of not having done any preflight



Feet wet in Little Braeburn



The Tombstone Mountains



The cold waters at Graham's Inlet



This does take some concentration you know

planning, I did manage to guide her faultlessly back to Dawson on the 55 min trip.

That afternoon, and to save having to suffer yet another 5½ hours' drive on the return to Whitehorse, Craig suggested I should fly south with Gordon Dunlop, another of his pilots, who was returning for a few days' rest. I was kindly given the left hand seat and we flew at 5,500ft from Dawson to Whitehorse. Leaving Dawson, the Yukon River and the Klondike behind us we initially climbed out over the gold fields of Grand Forks and set heading for Whitehorse. An extensive forest fire in the vicinity of Maisy May routed us to the west of track by some miles but ensured we had marvelous views of the rolling hills and mine workings as we crossed the Stewart River, then the Yukon to the west of Fort Selkirk, eventually arriving at Whitehorse after 2.30hrs.

With some time on my hands the next day I travelled, by road, south to Carcross and Fraser, to see the railway⁴ that makes the journey from Skagway in Alaska over the White Pass to Lake Bennett and thence Carcross where it terminates. Ever a sucker for a bit of quaint rail travel, I was hoping to hitch a ride, BUT there were no return options!

Nearly a week was now up and I was still no closer to a floatplane and was beginning to imagine it may never happen. Oh ye of little faith and obviously no patience! It would happen soon.

I was introduced to Kyle Cameron, an aircraft engineer and the owner of a C180 fitted with floats. Kyle would

kindly take me under his wing for the next few hours. I had no intention of getting an endorsement to a licence - I just wanted to enjoy the experience, get my feet wet and see parts of the Yukon and BC that others would die for. The son of a very well known Yukon aviator, Bob Cameron⁵, Kyle started flying at a young age and is a keen researcher of aircraft accidents within the Yukon and BC. He was, with little fear and a bit of gentle cajoling on his part, to chaperone me for my next 6 flying hours.

On meeting him at his dock on the shores of Schwatka Lake⁶ I was introduced to the finer points of pre-flight checks, including pumping out the float compartments and doing water drain checks, being very careful not to spill the result into the lake! Now, my light aircraft time is very limited and push pull controls not a natural action so there was a bit of sitting in the seat making aircraft noises and flying control actions without going anywhere. After a briefing on speeds, flap settings, and most importantly the 'attitude' to adopt for both take off and landing, we were on our way. It did take a while for me to get the hang of getting on the step and checking both the attitude and speed to ensure one was correct and the other not decreasing or static, BUT we did get airborne from the lake in the most satisfying way. We climbed out to the north and set heading for Lake Laberge where we set up for the first of our splash and dash circuits. Hugging the western shore line to ensure there were reference points we conducted four circuits before I was happy with the landing attitude and

speed such that we were gently approaching and not stalling onto the water.

Happy that I could land safely Kyle guided me to little Braeburn Lake⁷ where I did my first full stop and beaching. I could now fully appreciate the joy of owning a floatplane and being able to just get away from it all. After a successful take off and more splashes and dashes on Fox Lake, we flew back to Lake Laberge to land and beach on Richtofen (!) Island for a wander round.

With the afternoon coming to a close I did the take off and return to Schwatka Lake to moor up at the dock. What an introduction to floats, very enjoyable, hard work and taxing on the brain trying to remember what to do with differing winds during taxiing - but all amazing in its own right.

My next flight with Kyle was not for a few days. In the meantime Kelly was back down in Whitehorse and took me up for 20 mins in the Stearman. I have to admit to not doing the take off or landing but did enjoy the wind in my hair and battling to keep level in steep turns. I fully understand the ethos behind starting a sightseeing adventure in the Gold Mining areas and the Tombstone Mountains.

Determined that I would enjoy my next trip with Kyle I had done a bit of planning and come up with a pretty comprehensive sightseeing route that I hoped he would take me on. My next flight did not quite go as I had planned, BUT we did enjoy the most wonderful day of flying and sightseeing that one could imagine.

Initially we flew south from Schwatka to Wheaton River where we did an orbit around the sight of a crashed C119 BoxCar. There were still a few pieces of evidence. Then past Surprise Mountain to do some splashes and dashes in Millhaven Bay⁸ on Lake Bennett. At this stage I learnt to roll slightly to lift one float out of the water and decrease the drag enabling a shorter take off run. Then on to Nares Lake by Carcross for further practice before a landing and beaching by Carcross airfield. After lunch a 30 min flight took us via a look at a forest fire in Windy Arm to a landing on Tagish Lake at Graham's Inlet⁹.

On arrival, Jim Brook, who lives with his 89 year-old mother in this very remote location, greeted us. Both are remarkably self-sufficient. There is no road access, just a boat or light aircraft in the summer (he has a very short airstrip next to the lake) or ski plane and skidoos in the winter. After a visit to his hanger, workshop and hydro generator, and a very welcome cup of tea, we got airborne and flew south through the Southern Lakes to the Llewellyn Glacier in the Atlin Recreational Park. The wind had picked up a bit, now a bit bumpier than before the views were nevertheless spectacular. Turning north we then flew past the crash site of a US Coast Guard Albatross, which happened back in 1967¹⁰. Kyle had recently taken relations of one those

who died in the incident back to see the totally undisturbed site.

The plan had been to land close to the dock at Atlin, but by now the wind had picked up and though we got down to 5 feet above the water it was just a bit too rough to land. Instead we went to a very small lake (Como¹¹) to the north of the town where I was able to practice a very short landing using full flap and a bit of luck. Due to the confined nature of this lake, we changed seats and Kyle did the take-off using the Alaska technique of rolling on some flap to unstick from the water. The transit back to Whitehorse took us through some of the very thick smoke downwind of the Windy Arm fire, which was enveloping the town of Tagish where we had hoped to land. As it was the lake was rough and the people we hoped to see were not in, it was onward and upward back to Schwatka where Kyle kindly let me do a landing from the right hand seat. Not an easy ask with no airspeed indicator or ball close to hand to ensure some of the parameters were correct. We walked away from the dock very satisfied. Earlier I said that the trip did not quite go to my plan. Well, Kyle had decided upon almost a reverse route of the one I had so was surprised when I knew many of the land marks he was trying to get me to find! It does go to show that some planning is actually worthwhile!

As I sit at 36,000 ft. over Hudson Bay watching my last Canadian sunset for a while, my thanks have to go to Craig, Donna and all the team at Great River Air, as well as Kyle and all who I met around the area, each and everyone, for making this the most enjoyable and memorable experience. Just over 10 hours' flying of which 6 were on floats, with many a splash and dash, and 7 full stop water landings, the mission had been accomplished. Perhaps, the next time I'm in the Yukon, I'll be able to hire a floatplane so that Sue and I can explore the further reaches of that remarkable wilderness!

- 1 <http://greatriverair.com/>
- 2 <http://www.kellycollinsaviation.ca/>
- 3 <https://www.cbc.ca/news/canada/north/kelly-collins-biplane-canada-flight-1.4736029>
- 4 <https://wpvr.com/>
- 5 <https://www.num-ti-jah.com/bob-cameron/>
- 6 <https://map.what3words.com/warmth.barrage.fangs>
- 7 <https://map.what3words.com/undermined.snug.procedure>
- 8 <https://map.what3words.com/fable.clarity.rake>
- 9 <https://map.what3words.com/fright.conclude.glistening>
- 10 <https://newsinteractives.cbc.ca/longform/plane-crash-mystery-yukon-bc-alaska>
- 11 <https://map.what3words.com/riverbed.tilted.interference>

The Glacier



The Morgan Motor Company

By Liveryman Alan Jackson

On Wednesday 18th July a party of 44 members and guests descended upon the venerable Morgan Motor Company factory at Pickersleigh Road, Malvern Link - the oldest continuously-in-use motor car factory in Britain. More than one member had a history of Morgan ownership, and the day provided fascinating contrasts and similarities with the Morgan factory of forty and fifty years ago. Peter Jennings recalled his first visit to the factory in the early seventies. He was considering the purchase of a 1932 four-wheeler 'flat rad' car, one of the earliest Morgans with the extra wheel; but the car lacked a magneto. Seeking one, he was greeted at the factory by Peter Morgan (son of the founder), who took him straight to the parts store; there, an example of the exact model of magneto, unused, was retrieved

from the shelves, and the deal done. The irony was that Peter did not then buy the car!

After a buffet lunch, we met our guides, Kevin Jones and Kenneth Wright. With their help, and an introductory short film, we learnt something of the company's history and present. The founder, H F S Morgan, ran a garage business in Malvern. For his own use, he built in 1909 the first three-wheeler, powered by a twin-cylinder engine and with the famous sliding pillar front suspension which remains in use on some models today. The interest was such that he started producing the cars for sale, and in 1914 production began the move to the current premises. We were particularly interested to hear that Albert Ball VC was a keen Morgan owner,

taking delivery of a new car just six weeks before his untimely death in May 1917.

Today, the company produces five four-wheelers: the Aero 8 and the Plus 8, which, we gathered, are soon to be replaced with new models - this because the BMW V8, by which they are powered, is no longer available; the Roadster, powered by a 3.7 litre Ford V6; the Plus 4, powered by a 2 litre Ford engine; and the 4/4, powered by a 1.6 litre Ford with a Mazda gearbox. Since 2011, these have been joined by a new three-wheeler, powered by a two litre American S&S motorcycle engine. An electric motor version of the three-wheeler is due to join the product line at some point (still hush-hush) in what we gathered might be the not-too-distant

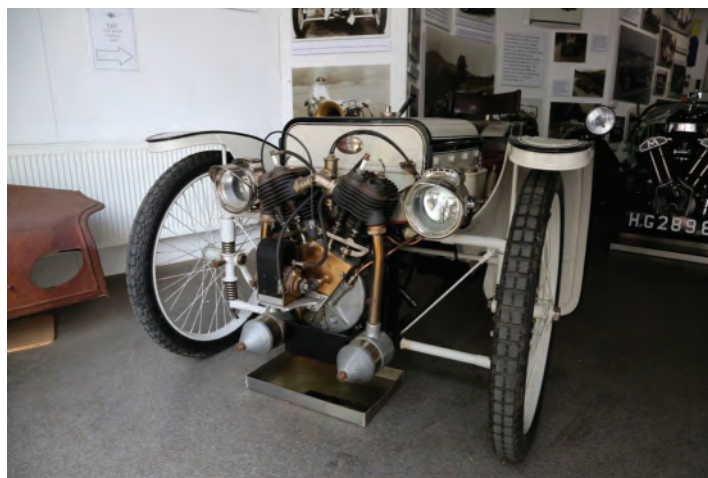


A modern 3-wheeler



An Aero build in progress

An early Morgan 'Runabout' in the museum



Bodywork being added



future. Annual production of all types is around 800 cars, produced by about 200 employees. Roughly 75% of production is exported, and the company is now back in the USA market after a 12 year hiatus.

After this introduction the party divided in two groups, each having a detailed tour of the factory. Much is as it always was. Several models are still built on a steel ladder chassis, with an ash framework for the cabin and tail, and with the familiar sweeping wings and louvred bonnet. The most powerful cars have their body parts mounted on a modern chassis, with the traditional sliding pillar front suspension replaced by a more conventional arrangement. Construction of the ash frames uses identical methods to those used when your author bought his first Morgan in 1967; indeed, the tools used to form the rear wheel arches are, for example, considerably older. By contrast, aluminium front wings are now produced, by an external supplier, by a modern moulding process.

From its earliest days Morgan has a distinguished sporting history at many levels, from amateur sprints and production car trials to circuit racing, rallying, and the ultimate 24-hour Le Mans road race. In 1962, Chris Lawrence and Richard Shepherd-Barron won their class at Le Mans in the Plus 4 Super Sports TOK 258, prepared by Lawrence, covering 2,256 miles in the twenty-four hours. In 1975 a Morgan 4/4 won the BRSCC Production Sports Car Championship outright, having won every race in the series in the up to 2.5 litre class. A generation later, using an Aero 8 GT, Morgan competed again at Le Mans in 2002 and 2004.

After the tour, our party was able to look through the interesting Morgan Museum, and browse the shop. Many thanks are due both to our guides at Pickersleigh Road, and to Past Master Chris Ford for organising the visit. We had a fascinating view of both traditional and modern car manufacturing in the early twenty-first century. It is easy to imagine that Morgan's second century will be as exciting as its first.



Modern chassis



367 bhp of a 4.8l BMW grunt about to be shoe-horned into a chassis

A tour of the factory



One of the special edition last 50 Plus 8's



By the Editor

We were welcomed by Harry Palmer, former CFI of the Defence Helicopter Flying School (DHFS), and now the site's general manager for Ascent Flying Training. We walked over to Ascent's spanking new Duke of Cambridge building (yet to be opened by the

Current student throughput is intended to be 286 p.a., with potential further increases as a result of SDSR 2020. Many Company members will already have seen the first impact of the MFTS concept at RAF Valley where Hawk courses are now in the hands of Ascent, BAE Systems & Rolls Royce and will be aware of the initially severe operational difficulties. The Shawbury element (with

The hardware is the Eurocopter H135 (as seen buzzing over your house last night looking for criminals), known in the RAF as Jupiter (29 off), and three examples of the H145 (which has an almost identical glass cockpit layout). Ascent QHIs were initially given a standard civil conversion to type. There has been an interesting continuing learning process between 22 Gp, Ascent and Airbus about the differences between civil and military use, and the different use of the aircraft's flight envelope. The 3 H145s will be used predominantly at Valley for basic maritime training by 202 Sqn. The 3xMFD glass cockpits are similar across the two types, and carry a



The components of DHFS have been given old squadron numbers



A very joint operation





Company members and hosts



The H135 up close



The office

useful training mode which allows a very realistic failure of a (single!) engine to be simulated in flight. The 4 Axis autopilot can do is capable of doing an ILS to the low hover. But there are no GNSS LPV approaches at Shawbury, as the military have yet to adopt these profiles, so these are carried out at the likes of Staverton and Oxford.

As well as a 4 radio suite, there is a dummy DASS fit, and a threat emulator panel. There is also an IR ball, as in police machines. As the DHFS concept is for almost ab initio helicopter flying, initial training sorties are map/watch/ground; thereafter students move on to use electronic mission planning systems as on a front line types. Night Vision Device training is commonplace – students do very little traditional night flying.

The Editor was amused to note that, despite the high degree of jointery these days, no more evident than in the world of rotary training, the three main branches of our armed forces all still have different anthropometric criteria for aircrew selection. This is only of note

because one of the issues of the H135 is the low headroom for rear seaters – the gearbox rather intrudes into the cabin. Clearly there are glowing career prospects for diminutive winchmen! There is currently a protracted programme to clear the larger H145 airframe at RAF Valley for winching training duties.

The component squadrons of DHFS are a jumble of Army, RN and Air Force squadrons; 75 % of the instructors are currently serving military, on a full 3 year tour; MoD simply contracts Ascent for the 25% not on its own books. Clearly a significant driver of the cost savings that make the MFTS concept attractive is the extension of synthetic training. Shawbury now has 7 Flight Training Devices (made by CAE Canada), with excellent graphics, and “motion cueing” (shaky seats – but not full motion). With the 135 selling well around the world, CAE are apparently keen to invest further in the underlying software model. In addition there is a Command and Tactics trainer with 4 positions

(capable of being linked to the military simulator network); a winch tower with VR technology, and a trainer for Air Loadmasters.

The syllabus now uses 55% live hours, and 45% in the sims. With the gear and the expertise Shawbury and Ascent are well placed to expand their training to cater for police and helimed crews, and the CAA are looking at potential future accreditation.

The aircraft are being used hard: 2-3 rotors-running refuels per day, and 45-50 hours per week utilisation being the norm.

Overall it was a very interesting insight into these early days of a new approach to military rotary training. Our very grateful thanks go to Harry Palmer, who was most generous with his time, and to David Curgenvin, as ever the brains and sweat behind our visits programme.

Sam Waller appears to find David Curgenvin's position amusing!



As I had a spare seat on this trip I took Fg Off Scott Jones with me. I had met him days earlier on my visit to ULAS at RAF Wittering (see August issue). He is currently on an extended hold at ULAS prior to starting his basic flying training. Given he favours a rotary career, he found the day fascinating. I would urge all members to be aware of young air force officers who are currently in such a holding predicament, and might welcome (with their Boss' permission of course) a flight.

Some of the difficulties of procuring civil types for military use are evident in the recently published report of the Service Inquiry into Griffin MK1 ZJ241, which crashed 2 years ago in Snowdonia. The Griffin is of course being superseded by the H135 mentioned above. As ever this Service Inquiry appears to my untrained eye to have been very thorough. It highlights the perils of taking an airframe which was initially designed and built for purely civil purposes, and then later layering it with military capability (in this case mountain flying, with greater slopes for landing, and winching capability). Much food for thought.

Helicopter Museum Visit

By Past Master Chris Spurrier

On 16th August a select group of intrepid travellers battled through heavy rain to Weston super Mare to meet Elfan ap Rees, founder and Chairman of Trustees of the Helicopter Museum. Elfan is almost a legendary figure in the helicopter world. He founded Helicopter International magazine, to which he still contributes. His personal collection began with a Bristol Sycamore in 1969 and a Belvedere in 1974. When he realised no-one was collecting and preserving examples of our helicopter history and heritage he started the collection which led to this museum. The site itself is interesting, having been originally set up by the Bristol Aircraft Company as a shadow factory for Filton. The Bristol Beaufighter was produced there during WW2, and some of the original buildings survive at Oldmixon, adjacent to the airfield. At the end of the war Bristol set up a separate helicopter division at Weston, which was taken over by Westland in 1960. In the meantime the airfield had been used for experimental flying, testing torpedoes off the local coast, and some development work with the Avro Lincoln.

The current museum is a dream come true for helicopter enthusiasts. Elfan is without doubt an arch-blogger, having successfully persuaded companies and individuals to part with some amazing machinery and then cajoled various transport companies to ship them to the museum. His success has resulted in the need for a new building, which has been granted planning permission and is over half-funded. It's certainly true that the current museum is full. There are over 80 helicopters and autogyros, including machinery which seemed positively suicidal. I was particularly struck by the rowing boat autogyro. This unusual (I can't think of an appropriate adjective) device was a wooden boat with a couple of outriggers and a two-bladed rotor. The idea was that the victim (see my last on adjectives) sat in the boat whilst it was towed behind a speedboat. Elfan assured us that the first flight was made by the owner's 14-year old son (without his mother's knowledge). The resulting crash

(son unharmed but rotor blades destroyed) was attributed to lack of power, so they tried again. With father in "control" and behind a much more powerful speedboat, they achieved greater height before the subsequent crash (father unharmed but rotor blades destroyed), when mother became aware of what was going on and banned further investment.

There are, of course, many more conventional aircraft and a few unlikely ones too. There are examples of every Lynx variant on display, including the holder of the helicopter world speed record, highly polished and looking very smart. There is an enormous Russian Mil bristling with weaponry and some tiny - and unlikely - prototypes from the very early days. These rub rotors with a Royal Flight Whirlwind (complete with armchairs, tantalus and set of glasses), some unusual drones and a Huey as used in Viet Nam. Elfan is, without doubt, the fount of all knowledge on the subject. His fascinating accounts of the various exhibits, what they could do and how they were obtained held us spellbound for a very enjoyable morning.

Last year Elfan had been granted the Award for Aviation Journalism but had been unable to attend the Trophies and Awards Banquet. At the conclusion of this visit the IPM was pleased to present Elfan with the certificate for this very well deserved award, together with an Honourable Company shield for the museum. And then, of course, we distinguished few went off to the pub for lunch. Anyone travelling to the West Country would be well advised to take the 5-minute diversion off the M5. For anyone interested in aviation it's a truly worthwhile experience.



Venerable Dragonfly



Ap Rees with the record-breaking Lynx



Ap Rees receives his belated T&A certificate

Kamikaze autogyro



Company Visit to RAF Waddington – 12th September

By Upper Freeman Andy Richardson Photos by the Editor and Liveryman Alan Jackson

One advantage being a member of the Air Pilots Visits team is that you can pretty well choose where to go. Thus, with fond memories of those long-ago years and joining my first operational squadron (Vulcans) at RAF Waddington way back in 1966, it seemed natural that I should target Waddington for a Company Visit. My task was made easy by the immediate enthusiasm shown by the station commander, Group Captain Tom Burke. Thus at 0830 on 12th September, just over eight months from the initial approach, some 36 members gathered at the base for a most enjoyable and enlightening visit.

After such a long blue-sky summer, it was perhaps typically British that that dawn on 12th saw the South and Eastern England covered by thick low cloud thus grounding 3 of our fly-in group. Nevertheless 2 still made it by road and are now awaiting the arrival of speeding tickets!

Our host and liaison officer, Flight Lieutenant Adele Brown, a Fighter Controller with 8 Squadron, met us at the Officers Mess car park, and had managed to have us all pre-booked in by security with our passes in hand. So,

with minimal delay, it was onto the coach and off to 8 Squadron to be met by a great aircrew group led by the Squadron Commander, Wing Commander Jez Batt. Coffee and biscuits went down a treat as some of our group had been on the road since 0430. The volume and pace of conversation grew rapidly with our hosts just as interested in us and our backgrounds as we were with them.

Group Captain Burke then formally welcomed us to RAF Waddington, briefly outlining its history going back over 100 years to RFC days as a flying training unit. By March 1937, Waddington had been developed into a bomber base, and early aircraft to be based there included the Hawker Hind, Handley Page Hampden and Bristol Blenheim. 1940 saw the arrival of the fated Avro Manchester, and in 1944 the Avro Lancaster. The first of the iconic Vulcans arrived in 1957 and remained in service until their eventual retirement following the Falklands campaign.

Waddington is now the hub of UK Intelligence, Surveillance, Target Acquisition and Reconnaissance (ISTAR) activities making it one of the RAF's busiest stations –“we are

absolutely at the heart of what Defence does in the world”. Group Captain Burke also mentioned that with so much activity at Waddington it would be impossible for us to see everything in one day and he hoped that we would return again next year. The Air Battlespace Training Centre was currently without a roof but will be fully functional in 2019. The station also hosts the UK's Shadow and Reaper activities, and next year will become the base of the Defender fleet also.

Flight Lieutenant Howard Leach, a very experienced Fighter Allocator, then briefed us on the E-3D commonly known as AWACS (Airborne Warning And Control System) or simply Sentry, as operated by 8 Squadron. The Sentry monitors airspace to provide threat detection of adversary aircraft and situational awareness of friendly assets. Information is gathered by the Northrop Grumman APY-2 Radar (the massive rotating radome above the rear fuselage) and processed on board by the mission crew. Sentry can also detect ships and relay information to other allied vessels or maritime aircraft. Sentry is an evolution of the Boeing 707-320 airliner. 8 Sqn took delivery of its first E-3D in

The party and our hosts



July 1991, replacing the faithful but ancient Shackleton, and just over a year later, 8 Squadron E-3Ds were in action over the Balkans and then over Northern Iraq in 1994.

Today the Sentry is fully integrated into the ISTAR force and regularly shows its capabilities in the skies above Iraq and Syria. The 2015 Strategic Defence Review calls for Sentry to be in service until 2035. Wing Commander Batt and Flight Lieutenant Leach fielded a variety of questions.

Boeing E-3D Sentry AEW.Mk 1:
Powerplant: 4 X 24,000lb st, CFM56-2A3 turbofans
Length: 152ft 11in
Height: 41ft 4 in
Wingspan 145ft 9 in
Wing Area 3050 sq. ft
Empty weight 185,000lbs

The Sentinel provides long-range, wide-area, battlefield surveillance over land. The aircraft has been operationally deployed in support of operations in Afghanistan, Libya and Mali, and is currently deployed in support of British and Coalition operations in Iraq and Syria. Equipped with its powerful multi-mode radar, the Sentinel's mission crew identify, track, and image numerous targets over great ranges.

The need for such a platform was identified in the early 1980s. After various industry competitive trials, Raytheon was contracted in 1999 to develop a five aircraft ASTOR system using Bombardier's Global Express as the airborne platform, and basing the mission system on its ASARS-2 radar, having been developed for the USAF's U-2. Service trials began in 2007 and V(AC) Squadron flew its first Sentinel R Mk 1 mission in November 2008. Shortly after it proved its worth over Afghanistan and later in Operation Ellamy in 2011.

The 2010 Strategic Defence Review nominated Sentinel for withdrawal as soon as the Op Herrick commitment ended, but such was the systems value to British and Allied commanders that the system was reprieved and its out of service date has been extended to 2021.

Raytheon Sentinel R Mk 1:
Powerplant: 2 X 14750 lb RR BR710 turbofans
Length 99 ft 5 in
Height 27ft
Wingspan 93ft 5.5 in
Wing area 1022 sq. ft
Max speed 530 kts
Range in excess of 5000nm
Max Alt in excess of 40,000 ft

We were then taken out to the aircraft dispersal apron to board a Sentry. 2 were on deployment but 4 were sitting on the pan, albeit 2 of which in a mothballed state. We were free to walk around, and very helpful crew were on hand to answer questions. We spilt into groups and boarded the aircraft itself. With retired B707 Captains amongst our members, they not surprisingly turned left at the top of the stairs and made themselves very much at home in P1 and P2 seats – one could image their thoughts maybe reliving landing a similar plane at Kai Tak on RW 13.

Various crew members were on board with us and gave a detailed description of their mission work stations, and the strengths and weaknesses of their kit, allowing us to spend almost an hour on board. In spite of the lack of windows in the main cabin, it was surprisingly light, spacious and even comfortable – maybe just as well with sorties often in excess of 10 hours. The aircraft has an in-flight refuelling capability using either the RAF traditional way of probe chasing the basket, or the USAF method allowing the tanker boom operator to connect to you. All the RAF pilots we spoke with much preferred the latter. To receive a max fuel load, you remain connected for 30 minutes which is a long time sitting a few feet below a 200-ton fuel bowser!

Lunch was then taken in the Officers Mess, the centre portion being much as I remember it from almost 50 years ago but the ghastly prefabricated huts at the back aka junior officer accommodation have long since gone, replaced by purpose-built extensions providing hotel standard accommodation. We were joined by Group Captain Burke, Wing Commander Batt, Flight Lieutenant

Brown and the other briefers. Lunch itself was excellent – a hot buffet with 3 choices.

After lunch we posed for a group photo outside the Mess before visiting the Heritage Centre. The Heritage Centre charts the history of Waddington from 1916 to the present day, covering in particular World War 2, the Cold War and Black Buck. Immediately on entering the building are the very moving remains of a Lancaster which was recently recovered from a peat bog in the Scottish Hills (having crashed on a training sortie). Another room includes artefacts and documents relating to the history of Waddington-based Squadrons. A third room is dedicated to the V Force featuring the Vulcan, Victor and Valliant. Here were details of the 17 Vulcan losses – a high number for peacetime operations. But it is worth mentioning (and paying tribute to our predecessors), that Waddington alone lost 241 Lancasters during WWII; in all the station lost 1639 aircrew in the conflict – more than any other Bomber Command base (Hampden losses were particularly severe).

It was a great way to end a most enjoyable day which left us with a clear vision of the capability of, and challenges facing, the ISTAR Force. Most of us are already anxious to know the date for 2019 – watch this space! Thanks once again to Group Captain Burke and his team including Wing Commander Batt, Flight Lieutenants Brown, Leach, Russel, Bracewell, Lovell and Robertson.

8 Sqn memorial





Gp Capt Burke introduces his station



Flt Lt Shaw describes Sentinel ops



The Editor's view on left base



The poignant remains of Lancaster J-OG

Snug Sentry



A Sentinel awaiting the call to duty



Members hear about Sentry duty first hand



Once Upon A Time

Badge underlines NATO commitment



North Weald, Saturday 4 August 2018

By Liveryman Sqn Ldr George Blundell-Pound

One of the enjoyable aspects of the Company visits programme is how it opens the door (often hangar doors!) to see aviation projects and some quite extraordinary centres of aviation excellence. David Curgenven had kindly set up this visit which incorporated both. The first of these was a visit to see the C54 (DC-4) which the Northweald C-54 Skymaster Society are hoping to return to flying condition. This part of the visit was hosted Company member Steve Bohill-Smith and his fellow collaborator Allan Vogel. This particular C54 had a 30 year life with the US Navy including the tail end of World War II, the Korean and Vietnam wars and subsequent missions across the Pacific. It was purchased and flown to the UK in 2002 to take part in a Steven Spielberg film, The Candy Bomber, which sadly did not get past the funding stage. The aircraft has remained at North Weald ever since. In May 2017 Steve and Allan heard that the aircraft was about to be scrapped and set about saving the aircraft and turning it into a flying classroom to commemorate the life of the aircraft, crews and passengers. As a result the owner then donated the aircraft, and whilst unsurprisingly there is a significant amount of restoration work to be undertaken by the volunteer team, they are well on the way to establishing what needs to be done to get it flying again. Allan conducted an interesting briefing to us all on board the aircraft, and there is no doubt the team believe that, with ongoing funding support, the project will succeed. However, if Company members know of possible sponsors, especially those who might be able to help with

restoration work notably hydraulic systems and power plants, please point them in Steve and Allan's direction. (www.savetheskymaster.org). Take a look at a short YouTube clip about the real Candy Bomber and its pilot <https://www.youtube.com/watch?v=OmanS-4nc4Y>

It would have been worth coming to North Weald for that alone, but next was a visit to Weald Aviation who have another hangar full of aviation gems. Star of those in the middle of the hangar was a Royal Navy Historic Flight Hawker Sea Fury T20 undergoing its annual check. Speaking personally about annual checks they are often slightly nervous occasions, and in my case that's for a shared ownership of a Chipmunk. What might the annual on a Sea Fury cost? It seemed impolite to ask - 'If you need to ask you cannot afford it' etc. Our host was Jeff Rushen, a positive mine of information on both the aircraft and the engine. Both aircraft and engine were in their day the pinnacle of piston engine/aeroplane development. Each cylinder of the engine is 3 litres and there are 18 of them! Standing there you couldn't fail to wonder what it would be like to fly and whether your leg muscles might be able to keep it straight on take-off even with rudder trim! Looking quietly confident working on the aircraft was Ray Thomas, and I was pleased to hear from Ray that they have an apprentice George Saunders. You do wonder how these skills are going to be handed on. Manuals are one thing, but multiple radial engine rebuilds must teach you some things that are not in the



C54 briefing by Allan Vogel



Diana Green-Davy checking out the C54

manual! Ray then took us next door to look at another engine - this time an earlier Centaurus Sabre engine. Both of these engines have sleeve valves instead of the more usual sort. Ray demonstrated how these work by extending and retracting his forearm and twisting it whilst talking at the same time. I think I grasped it but brain fade was setting in by then!

After both visits were complete we retired outside to the very handy Wings café and a fine BBQ accompanied by our hosts. Somebody mentioned that the ill-fated Brabazon flew with 8 Centaurus (Centauri?) driving contra-rotating propellers! All in all a grand day out and very thought provoking.

Group photo



Hawker Sea Fury T10



Trophies and Awards 2017-2018

The following are the awards approved by the Court for the 2017-2018 year. Presentations will take place at the Company's Trophies and Awards Banquet to be held at the Guildhall in the City of London on October 25th.

LIFETIME CONTRIBUTION TO THE AEROSPACE INDUSTRY

The Award of Honour

The Royal Air Force Aerobatic Team

FOR OUTSTANDING COURAGE OR DEVOTION TO DUTY IN THE AIR

The Grand Master's Commendation

216 Flight 815 NAS – RFA Mounts Bay:

Lieutenant Amy Gilmore RN

Chief Petty Officer Ian Toms

The Hugh Gordon-Burge Memorial Award

Flight Lieutenant Ben Wallis AFC RAF

The Prince Philip Helicopter Rescue Award

Hong Kong Government Flying Service (GFS)

FLIGHT OPERATIONS

The Sir Barnes Wallis Medal

Air Vice-Marshal Simon 'Rocky' Rochelle OBE

DFC MA RAF

The Grand Master's Medal

Captain Alexander C Horrell,

US Air Force

The Master's Commendation

Group Captain John Middleton

OBE RAF

The Master's Commendation

Squadron Leader Mike Ling MBE RAF

The Master's Commendation

Major Dennis W Scharf CD1

The Johnston Memorial Trophy

700X Naval Air Squadron

The Sword of Honour

Gerry Hermer AFC

The Hanna Trophy

Lee Proudfoot

FLIGHT TEST

The Derry and Richards Memorial Medal

Frank Chapman MA FRAeS

The Eric 'Winkle' Brown Memorial Trophy

Roger Bailey MRaES MSETP

SAFETY & SURVIVAL

The Sir James Martin Award

Doctor Donough Wilson MA PhD

The Cumberbatch Trophy

Michael O'Donoghue CBE FRAeS

TRAINING

The Central Flying School Trophy

Squadron Leader John Benson-Cooper RNZAF

653 Squadron Army Air Corps

John Landymore Trophy

Amy Palmer

FOR SERVICES TO THE COMPANY

The Sir Alan Cobham Memorial Award

Ms Donna M Farquhar

The Sir Alan Cobham Memorial Award

Captain Barry James Mitchell

REGIONAL AWARDS

The Grand Master's Australian Medal

James Eric Thurstan

The Australian Bi-Centennial Award

Wing Commander (Ret'd) Ian Mallett DFC

AVIATION MEDIA

The Award for Aviation Journalism

David Learmount

Henstridge

By Past Master Chris Spurrier

It's a well-known fact that I have "Sucker" written indelibly on my forehead, so when Liveryman Gerry Gerrard approached me asking to help out on a day in Dorset, it was a fair bet I would agree. It's usually best to start a story at the beginning so let's journey back fourteen years to a day when a chap called Geoff, who prefers to remain anonymous (so I won't tell you his name), was approached by a friend whose child had cancer. The two of them laid on a day fundraising for what was then Sargent Cancer Care for Children. It's since amalgamated with another charity and is now CLIC Sargent. The charity aims to help children and their families through that most difficult of times, when a young person develops this awful disease. Most of you know that I, too, became involved with the charity some years ago. Anyway, Geoff and his chum did a splendid job in raising funds but Geoff thought hey, instead of just raising money to help, let's do the helping. The following year he started an annual event which has brought joy to hundreds of people. The idea is that friendly pilots bring their aeroplanes down to Henstridge and take these young people and their families for a flight. Meantime, the clubhouse surrounds are transformed

into a giant village fete, with a barbecue, rides in an American police car or a kit-car hot rod, endless ice creams, sweets, chips, drinks and cakes, hula hoops and many more games. The health police would have hated it. And it's all totally free and gratis, organised by the incredible Anonymous Geoff.

On to the present. Assistant John Denyer asked me if I'd like to ride down in a PA28 from Farnborough, so early last Friday I duly pitched up and looked helpful. I tried very hard to climb in the back but John's wife Kate claimed that seat on the grounds that John wanted to use me as an autopilot, so we set off approximately South West at approximately 4,000 ft (remember, it was me being the autopilot) until Henstridge hove into view and John took control for the landing. It really was an extraordinary sight. There were eleven aircraft present and we were expecting to fly nearly two hundred people. Assistant Dacre Watson was there and, of course, Gerry Gerrard. Throughout the day a very slick operation matched passengers to seats as Henstridge began to resemble Gatwick on a busy day, everyone flying the same sightseeing route to Longleat and back – about twenty minutes. The local scout group was helping, as was the rotary club and many others of unknown provenance but all friends of Anonymous Geoff. Meantime, I was talking to some of the customers.

Let me introduce you to one; Ellie. Shortly after she was born Ellie was diagnosed with a stage four malignant brain tumour. Aged seven months, a surgeon managed to remove 97% of the tumour and there followed years of chemotherapy. Now aged three, last week a lumbar puncture showed no signs of cancerous cells. Ellie is the most



Luke and Ellie

magical, cheerful child, always smiling and waving. Pictured here with her father, Luke, I wish her well for the future. Gerry flew a six year old girl, who held his hand as they walked out to the aircraft; she had been totally blind since the age of four as a side effect of chemotherapy. He, like everyone who attends these events, never ceases to be impressed by the stoicism, cheerfulness and bravery of the children, particularly the very young ones. For today, everyone could forget about their problems, the prognosis, the next injection or dose of radiation and just enjoy a day in the sun, with a trip in an aeroplane as a bonus. Dacre summed up the event neatly, saying it was 'Uplifting, harrowing and humbling at the same time'.

177 people flew during the day. John, Gerry and Dacre each flew five sorties which, in that heat and with new passengers each time, all unfamiliar with light aircraft, was quite sufficiently tiring. All the pilots who selflessly contributed their time and aircraft hours deserve thanks. Geoff (of course – he seems to think of everything) supplied free fuel for everyone.

Every now and then I meet someone who just gets on with doing good things. They don't seek recognition or reward, they just do it. Geoff is one such, and, though he doesn't want it and shuns publicity, he deserves thanks more than most. A great day, and a great man. And later, John brought us safely back to Farnborough just in time for us to climb out of the aeroplane as it started raining.



A brave Casey flies the Tripacer with Dacre

