



# AIR PILOT



**INSIDE**  
**THE MASTER'S TOUR**  
**REFUELLING VISITS**  
**JOHN CUNNINGHAM**





## THE HONOURABLE COMPANY OF AIR PILOTS

incorporating Air Navigators

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His Majesty The King

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# DIARY



## Applications for Visits and Events

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

### OCTOBER 2025

2 <sup>nd</sup>	ACEC	APH
8 <sup>th</sup>	GP&F	APH
12 <sup>th</sup>	APFC Peter Davis Lunch	White Waltham
19 <sup>th</sup>	APFC End-of-Season Lunch	White Waltham
23 <sup>rd</sup>	T&A Banquet	Guildhall

### NOVEMBER 2025

1 <sup>st</sup>	APFC AGM	White Waltham
20 <sup>th</sup>	GP&F Court	APH Cutlers' Hall
25 <sup>th</sup>	APBF	APH

### DECEMBER 2025

9 <sup>th</sup>	APT/AST	APH
17 <sup>th</sup>	GP&F Carol Service Carol Supper	APH St Michael Cornhill tbc

Cover photos: DH 'Moth 600' celebrations at Old Warden  
(Paul Langshaw); Refuelling with 101 Sqn from Brize Norton  
(Vic Flinham)

## Guidelines for submissions to Air Pilot

Please submit contributions as follows:

- Text in word document, including your name below the title of the piece;
- Photos as separate attachments, not embedded in emails;
- All images to be sent as jpeg files with a file size of at least 2MB;
- Attachments totalling more than 15MB to be sent via WeTransfer only.



# A MESSAGE FROM YOUR EDITOR...



At the beginning of September, the 85<sup>th</sup> anniversary of the Battle of Britain was marked by a very special airshow at the Imperial War Museum's Duxford aerodrome, and by an equally special dinner at the RAF Museum, Hendon – the

latter thanks in no small part to the efforts of Liveryman Tony Edwards. Unlike previous anniversary events, this year's events marked a very poignant loss: they were the first which could not have been attended by any of 'The Few' pilots who took part in that great aerial conflict, as none of them now survives.

At Duxford, their memories could be awakened by a magnificent display of the machines they flew – of which the highlight was a 'Big Wing' flypast including a modern-era record eight Hawker Hurricanes. At Hendon, they came to life in a series of powerful, emotive video vignettes recorded years – in some cases decades – ago. Those memories are now, irreversibly, one step further removed from our own consciousness than they were even a few years ago.

Their aircraft are not the often scruffy, battle-weary machines of 1940, stressed to their limits (and beyond) through operational necessity, but beautifully restored, immaculate, flown carefully to meet the needs of conservation and modern peacetime regulation. Although the videos shown at Hendon – masterfully introduced to the audience by cadets as young as the pilots of 1940 – accurately portray the experiences and emotions of those pilots, their reminiscences were being told by old men, already far removed from the raw realities of war by the time they were recorded.

Will our descendants be able to commemorate today's conflicts in anywhere near the same manner? The Battle of Britain was probably the greatest aerial battle ever seen, and its like will probably never be seen again. In 1940 the RAF and its foe both had thousands of aircraft and pilots at their disposal, and they fought each other essentially one-on-one, with roughly equal technology.

Today's battles, such as the war in Ukraine, are increasingly involving one side launching thousands of unmanned vehicles – some crude, some highly sophisticated, some even unarmed decoys – at a time, with the response increasingly from land-based defence systems, not aircraft. The ultra-sophisticated sixth-generation fighters and their 'loyal wingman' UAS subordinates now being developed – and their highly-skilled pilots – may have a role in future aerial combat, but it won't be one of the heroic personal dogfight whose memory we have celebrated this year.

*Allan Winn - Editor*

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# NEWS ROUNDUP



## COMPANY VISIT: RAF BRIZE NORTON

By *Liveryman Vic Flintham*

The motto *Mens Agitat Molem* ('Mind moves matter') of affiliated unit 101Sqn well reflected the amount of endeavour that went into a memorable Company event. At 08:00Z on 23<sup>rd</sup> July, 43 Company members departed RAF Brize Norton on a remarkable seven-hour foray in Airbus Voyager KC3 ZZ334 as guests of the squadron. The flight was the outcome of behind-the-scenes work on the part of liaison, PM Rick Peacock-Edwards, the usual superb administration from Liveryman David Curgenvin and, of course, detailed planning by our host for the day, Flt Lt Carlos Jenkins.



*Air Pilots gather for Voyager flight (Vic Flintham)*

Our flight, *Tartan 39*, was operated by a mixed 10Sqn/101Sqn crew with the aircraft managed and serviced by Air Tanker and station supporting functions. The preliminaries were

handled efficiently with passports checked, boarding passes issued and belongings scanned. With 291 places on the aircraft all had the opportunity of window seats.

The plan was for a seven-hour sortie refuelling 13 Eurofighter Typhoons over the North Sea off the Wash (AARA8) and off Peterhead (AARA4). These were to comprise a trio then a pair of aircraft from 29Sqn (the Typhoon OCU), two FGR4s of 41 (Test and Evaluation) Sqn, then four from 3Sqn, all within Area 8. Then it was up to Scotland to work two 6Sqn aircraft before returning to base, landing at about 15:00Z.

The refuelling serials didn't quite work as planned in that the pair of 29Sqn aircraft were non-starters and the 3Sqn aircraft lived up to their call-sign *Chaos* by not appearing, being replaced by aircraft from 11 and 12Sqn. Of the 29Sqn aircraft a T.3 poignantly still bore the name of Sqn Ldr Mark Long who sadly died in the BBMF Supermarine Spitfire accident last year.

The refuelling was conducted at FL160 and in Scotland at FL200: cruise to the AARAs is at around 320kt IAS and refuelling speed is reduced to 280kt. On our flight the fuel load was 92t and the total dispensed was 3t per aircraft or around 30t in total. Recently trials have been conducted by 206 (Test and Evaluation) Sqn over Wales with refuelling at below 2,000ft.

## THE LOGISTICS

The Voyager MRTT (Multi-Role Tanker Transport) is based on the Airbus A330-200 and since 2008 the 14-strong Voyager fleet has been provided by Air Tanker on a commercial contract. The contract is remarkable in that nine aircraft (two two-point KC2 and seven three-point KC3) are flown by RAF crews from 10 or 101Sqn, while a further G-registered version is operated by Air Tanker and four aircraft are leased to airlines when not required for military use. In addition to the primary roles of in-flight refuelling and passenger transport the aircraft may also fly freight and medical evacuation missions.

Air Tanker has extensive infrastructure at Brize Norton, the largest RAF base and is home to 48 aircraft, 5,800 service personnel, 300 civilians and 1,200 contractors. The ultimate fleet is what has been judged to be sufficient in times of crisis but the limiting factor is very obviously aircrew. There is considerable and sometimes conflicting pressure on the Voyager fleet since tasking includes air refuelling, training, supporting Operation *Shader* over Syria and Iraq, air transport, including carriage of VIPs, national standby for emergencies, NATO tasking and maintaining the Falklands air bridge. And for all Lord West's promoting of carrier-borne Lockheed Martin F-35B Lightning IIs, they ain't going far without air refuelling!

## TARTAN 39

On tanker missions the RAF flight-deck crew comprises pilot, co-

pilot and Mission Systems Operator (MSO), the in-flight refuelling manager. Our superb flight was ably conducted by Flight Lieutenant 'Ran' who on this occasion was on a check flight: he could probably have done without a critical mass of experience sitting behind him! The cabin crew were simply first-class demonstrating the friendly professionalism for which the RAF is renowned. As we gathered in the car park to say our farewells, Master-elect Elizabeth Walkinshaw presented a Company crest to Flt Lt Carlos and later a presentation of £500 was made to the squadron for its charity funds. (This will contribute to the squadron charity Supporting Sick Newborn And Parents (SSNAP) at the John Radcliffe Hospital.) Huge thanks to Carlos, David and Rick for an outstanding day. □



*Master-Elect Walkinshaw thanks Flt Lt Jenkins of 101Sqn (Vic Flintham)*

## AFFILIATED UNIT REPORT: 101 SQUADRON RAF

On Thursday 28<sup>th</sup> August, the Master Elect, Elizabeth Walkinshaw, and PM Air Cdre Rick Peacock-Edwards, the Air Pilots Liaison Officer with 101 Sqn, attended the handover of squadron commanders at RAF Brize Norton. On this occasion, Wg Cdr Paul Summers was the outgoing squadron commander after a full and very successful tour of duty, and Wg Cdr Graham Prager his incoming replacement.

The day started with a flight in an Airbus A330 Voyager tanker transport crewed by the two wing commanders. This was a great bonus because Elizabeth and I had only flown in the Voyager a month earlier. On this occasion, we refuelled several Eurofighter Typhoons. After landing and a light lunch, a ceremony was held to present a Certificate of Affiliation between the Honourable Company of Air Pilots and 101 Sqn. In the Master's absence, the presentation was

carried out by PM Rick, who talked about a long and treasured affiliation between the two organisations. There then followed the formal handover of squadron commanders which involved

the lowering and raising of individual squadron commander flags. A squadron reception marked the end of what had been a very enjoyable and memorable day. Flt Lt Carlos Jenkins, the 101 Sqn liaison officer had again done an outstanding job in making all the arrangements for our involvement. □



*PM Peacock-Edwards and Wg Cdr Paul Summers*

## THE AIR PILOTS YOUTH GLIDING SCHEME

*By Liveryman Sue Hawkins*

The APYGS, now in its 21<sup>st</sup> year, was set up to give young students, primarily from Inner London schools, the experience of flight in a glider. With sponsorship from both our own and other Livery Companies, costs have remained at £20 per student, making it easier for them to take up this unique opportunity.

The days take place at three clubs around London: The London Gliding Club at Dunstable; Cambridge Gliding club; and Booker Gliding Club at High Wycombe. This year we expanded the scheme to students outside the London area with a successful day at Cotswold Gliding Club, Aston Down in Gloucestershire.

Instructors and Volunteers from the clubs give up their time on the day helping the students to understand safety aspects and how to pre-flight a glider before they take to the air. The professional setting and warmth shown help allay any fears and apprehension as enthusiasm and confidence builds throughout the day.

Feedback from the groups has been overwhelmingly positive. They have been "bowled over" by their day out, giving it "ten out of ten" with teachers finding them still "buzzing" the next day. Those interested in going further have been encouraged to apply for our scholarships as the next step to a future in aviation.

### EXCELLENT WEATHER

Despite the excellent weather we have had this summer, low cloud and rain led to a few cancellations, including for one school which had its booking cancelled three times. At the time of writing 178 students had flown this year with another couple of groups hoping to fly in September.



*Faringdon School enjoys the flying experience at Cotswold Gliding Club (Sue Hawkins)*

As always, the office staff at the clubs have been very helpful in re-booking groups at short notice.

Thanks must also go to the Master and other members of the Company who go along to the gliding days to help out and to share their experience with the students. We have a small group who regularly attend but would welcome other members who would like to join them.

The Company is also continuing the partnership with the British Gliding Association for its Go Gliding events. These take place at airfields around the country, with students spending a day learning about flight and enjoying rides in a simulator. Following this, the Company sponsors selected students for a flight using either an aerotow or a winch launch. So far 31 young people have taken to the air under this scheme with hopefully more to have flown during September.

Overall, it has been another successful year for Youth Gliding with four new groups getting airborne. Last year we passed the milestone of 2,000 students flown: with luck and good weather, maybe we will surpass 2,500 by our Centenary Year. □

## TWO COMPANY VISITS IN ONE

By Liveryman Vic Flintham

The latest outing(s) managed by visits organiser Liveryman David Curgenven was to two major centres of aviation a couple of miles apart in the south-west of England – the Fleet Air Arm at RNAS Yeovilton and Leonardo Helicopters in Yeovil. Thus, in successive days we were hosted by users and providers of Leonardo Wildcat and Merlin helicopters.

### LEONARDO HELICOPTERS

Leonardo's factory has been the at centre of helicopter manufacture in the UK for 75 years, starting with the Westland Dragonfly. Its current offerings, of which more later, are the AW159 Wildcat and AW101 Merlin. Our host for the day was Dr Miles Barnett, Senior Test Pilot who has a unique CV being, among other things, ETPS

alumnus, test pilot at the German Aerospace Centre and freelance test pilot before joining Leonardo.

Dr Barnett described some of the challenges involved in progressing the Proteus rotary wing unmanned aerial system (RWUAS)

being developed within a £60million contract to meet the Royal Navy's need for autonomous anti-submarine support. The technology demonstrator due to fly later this year has a modular payload bay that can accommodate AEW radar, dipping sonar, cargo or sonobuoys. At three tonnes it is big – think AW109 – and, if it meets the formal requirement, it should ensure work for the company for many years with export potential.

The case for an autonomous vehicle is well made by the Leonardo: "... you get more capability as they require less mechanical complexity and avionics. Furthermore, there is no crew, so mechanical control runs, seats and avionic displays are all unnecessary. Searching for submarines in the dark, in the rain, in heavy North Atlantic seas for hours and hours at a time is a challenging place to be. ...an uncrewed aircraft can do that itself by staying focused on the task and having longer endurance since it's carrying more fuel rather than people."

Members then enjoyed a presentation by Paul Rees, Head of Flight Test and Data Acquisition Systems, who spoke on the engineering challenges of flight testing, using the location of pitot heads and, indeed, static vents, on helicopters as an example. He also talked a little about the design work on the latest AW609 tilt-rotor where the

engine remains fixed and the gearbox and rotor alone tilt.

### SITE TOUR

After a buffet lunch, a tour of the site conducted by Mark Hazzard took us first to the extensive structural testing department where four staff are employed just to design the highly complex rigs that hold firm against many tonnes of pressure. Then it was to the aircraft assembly hall which had changed little from the time Westland Lysanders were built there. The flight test hangar followed, with a few light-hearted anecdotes about the filming of *Skyfall* (If interested see [https://www.youtube.com/watch?v=nCmNvUAz\\_I4](https://www.youtube.com/watch?v=nCmNvUAz_I4)) and then it was to the 145mph wind tunnel, originally built by Fairey Aviation in 1938 and moved here in 1973.

At this stage a note on orders and production may be appropriate. The assembly line was quiet, with a couple of Canadian and Japanese AW101s plus some RN Merlins in deep maintenance/upgrading. There was also some work on Wildcat modifications to accommodate the Thales Martlet and MBDA Sea Venom missiles. For the short-term future, the hope is that Poland may buy more 'folding' Merlins for ship-board use and the Norwegian Navy for its recently announced Type 26 frigate purchase.



Leonardo's wind-tunnel originally belonged to Fairey Aviation (all pics Vic Flintham)



Merlins serve several air forces as well as the Royal Navy

As a local, the author is very aware of the need for contracts. Leonardo is bidding for the UK new medium helicopter replacement, originally stated as 44 airframes, with the very capable AW149. Leonardo Helicopters employs 3,300 people at Yeovil, including 130 highly motivated apprentices and, as members noted, it has superb research and development facilities. It also has a recently commissioned £30million logistics hub to handle components and sub-assemblies. Proteus alone is unlikely to enable the Yeovil plant to survive and at the time of writing it is probably subsidised by other Leonardo divisions. If the medium helicopter contract goes elsewhere the cost in unemployment benefits alone will far outweigh any potential savings.





*The Wildcat fills multiple roles*

## HMS HERON

Our Leonardo tour was preceded by a visit to RNAS Yeovilton where we were hosted through a very varied and busy day by genial Lt James Parker of 847 Naval Air Squadron (NAS), one of the Company's affiliated units. No 847 has had very much a stop-start existence, being formed or re-formed six times since 1943 and having flown the Fairey Barracuda and Gannet, Westland Whirlwind, Wessex, Gazelle and Lynx and now the Leonardo Wildcat

RNAS Yeovilton is the busier of the Royal Navy's two primary airfields and hosts three FAA Wildcat squadrons, two Merlin 'transport' squadrons and a Grob Tutor squadron. In addition, three Army Wildcat squadrons are resident within 1 Regiment. Our first port of call was 847Sqn, where we were briefed on the role of the squadron, which operates the Wildcat AH.1 in support of 3 Commando Brigade Royal Marines. Apart from battlefield reconnaissance, and subject to crew qualifications, the Wildcat AH.1 can transport up to five fully equipped troops to and from vessels, handle close air support when fitted with a heavy machine-gun, deal with search and rescue using a detachable winch, observe for artillery and more. Training in a range of climates the squadron is involved in operations, exercises and is on five-day standby for deployment anywhere.

With just six aircraft on charge, 847Sqn also supports NATO Joint Fire operations where integration provides more than the sum of parts. One example is ground refuelling by USMC Lockheed Martin KC-130 aircraft. The squadron shares hangar space with the Army Wildcats from which its six airframes incorporate slight differences, most notably 'towel rail' HF aerials on the fuselage.

## FLYING MERLINS

Next on the agenda was 845NAS which, together with 846NAS, operates the Merlin HC.4 transport variant. The now-commando Merlins were originally operated by the RAF, but were transferred to the Fleet Air Arm after being modified to incorporate folding tail and main blades. Operating from land or sea and able to carry around 50 passengers, 24 fully equipped troops or a Land Rover, they are a key part of the Joint Aviation Command that

includes all three services' helicopters (apart from training and the FAA's ASW units). While hosts Capt Ashley Guest AAC and Lt Holly Griffiths introduced members to the intricacies of the very capable Merlin, it was also informative watching maintainers being trained on various aspects of the aircraft.

After lunch it was off to 825NAS which operates the HMA.2 anti-surface vessel/anti-submarine version of the Wildcat. One of two squadrons with the variant, its primary role is to manage tactical development and also to act as the operational conversion unit for the type. (815NAS is the primary provider of helicopters for deployment to frigates and destroyers.) The HMA.2 has a glass cockpit with four large display units, with Seaspray 7400 air-surface radar as its primary sensor: like the AH.1 it mounts a Wescam MX-15 electro-optical nose turret



*Air Pilots gather around Navy Wings' Fairey Swordfish*

that incorporates a laser designator. Optional weapons include the lightweight multi-role Martlet missile (13kg, 6km range, M1.5 speed!), .50 calibre M3M machine gun, Stingray torpedo and, from next year, the Sea Venom ASM. While HMS *Prince of Wales* is carrying a mix of ASW and assault helicopters through the Far East on Operation *Highmast*, it certainly appeared that the support helicopter units have more exposure of late to exercises in northern Europe. The next deployment in Exercise Clockwork is to Royal Norwegian Air Force Bardufoss.

Our final visit was across the airfield at Navy Wings, the charity that impressively maintains and operates a dozen or so historic naval aircraft from Fairey Swordfish to Lynx. Alistair McLaren, Director of Flight Operations, introduced colleagues to explain some of the challenges, including replacing its Hawker Sea Fury's Bristol Centaurus engine with a Pratt & Whitney W R-2800 Double Wasp. Funding is another challenge, with an engine rebuild typically costing c£250,000.

The two complementary visits provided not only extensive insights into rotary-wing developments and operations, but also the opportunity to observe talent and commitment on the part of the people involved. As a sign of our gratitude, the Master presented Company plaques at both venues: all present were also most grateful to David Curgenvin for two superb visits. □

## CONSORT'S VISIT: CHAWTON HOUSE

By Barbara Pugh

On 7<sup>th</sup> July we were met with tea and coffee in the Chawton House café - six ladies and two gentlemen curious to see the house and estate formerly owned by Jane Austen's brother, Edward. In the last seven years of her life, Jane lived with her mother and sister in an estate cottage close by, a peaceful and secure time for her, when her writing was most prolific.

Chawton was originally a deer park in 1224: the original building's foundations were recently found beneath the Great Hall floorboards. The Jacobean and Tudor house had many fascinating details: 'protection marks' scratched by fireplaces and doors to stop evil penetrating weak spots; lines of inheritance in brightly-coloured coats of arms set in the wobbly, leaded window panes; initials carved in floorboards; the dining room set with twelve places (and their portraits) for the extended Austen/Knight family - with Jane appearing in a minor position near the foot of the table.



Beautiful Chawton House (Charlotte Dadswell)

We heard that most of the fine houses in this Royalist area had been burnt to the ground by the Parliamentary army, but Chawton had been saved by the solitary Lady and her two-year-old son meeting the invaders and inviting them to dine!

The floor above revealed still further interest for the bibliophile; in 1987 American businesswoman Sandy Lerner bought a 125-year lease on the Chawton house and estate and set about pursuing her Jane Austen enthusiasm by creating a library of over 9,000 books highlighting English women writers from 1600 to 1830. After some years of renovation and restorations the Chawton House library opened in 2003. The collection is made available for research upon application and there are some nine university study opportunities each year. We viewed the impressive library walls which are lined alphabetically floor to ceiling with volumes, starting in the top corner with 'A' and featuring Austen (also two Jane Austen First Editions being in secure storage). The displays were revealing. By the late 1700s women's

writing was prolific (though 'the novel' was often scorned) and the year 1775 saw more publications by women than men – but not just popular romantic and 'horrid' gothic fiction. The 2,500 books range widely: Travel and Etiquette; Women's Suffrage and Servant Management; Laundry, Recipes, Slavery. Notably women such as



Jane Austen's favourite seat (Kate Denyer)

Mary Knowles (1733-1807), Hannah More (1745-1833), Amelia Opie (1769-1853) and Frances Kemble (1809-1893) wrote works condemning slavery. Mary Prince (1788-1833) wrote her autobiography as an escaped Bermuda slave. Back in 1688 Aphra Behn's novel *Oroonoko* dramatised the plight of African slaves.

### SLAVERY

Many have criticized Jane Austen for apparently making no mention of the Napoleonic wars, or of the slave-owning wealth or politics of the day in any of her quiet domestic novels. In titling *Mansfield Park*, however, she reminded readers of Lord Chief Justice William Mansfield who had pronounced in 1772 that there could be no slave on British soil, opening the pathway to (eventual) abolition by declaring slavery "...odious", neither "...allowed or approved by the law of England". *Mansfield Park* (Jane's favourite) was, however, the least well-reviewed of the Austen novels - in fact the frosty silence said all. Huge money was at stake in those times and a book which rocked the boat in any way was to be pointedly ignored. Emancipation is at the heart of *Mansfield Park*, examining Fanny Price's domestic subjection, the distant slave plantations and their international trade ominously in the background. When Fanny questions Sir Thomas Bertram about the slave trade on his return from Antigua, there is stony silence in the drawing room.

There was so much to see, the 90min tour left us tired, but thirsting for more time - also thirsting too for restoration at the close-by Greyhound! Immediately opposite the Inn was Jane Austen's House but, unusually on this day, it was closed for brief refurbishment. That was a relief, actually, as it will surely take another visit. Our sincere thanks go to 'Konsort Kate' Denyer for organising a lovely day out – engaging and deeply interesting. □



## MOTH CENTENARY CELEBRATIONS

By PM John Towell

Geoffrey de Havilland designed the DH.60 Cirrus Moth and test flew it successfully on 22<sup>nd</sup> February 1925. This was an auspicious occasion, as the DH.60 went on to become the first really successful light aircraft. In the early 1920s there had been many attempts to create a practical light aeroplane suitable for flying training and touring. In 1924 the Air Ministry proposed a scheme of state-subsidised light aeroplane clubs, and held trials at Lymington to establish the most suitable aeroplane and engine, but no practical winner emerged.



*A line-up of DH.60s and friends while the weather was still fine (John Towell)*

Geoffrey de Havilland did not consider the Air Ministry specifications were sensible, so he independently set out to design and build his vision of the best aircraft for the purpose. His DH.60 Moth design featured a larger, more powerful engine, simple construction and easy-to-fold wings allowing storage in a garage. Once the DH.60 had been flown it was clearly a winner and, somewhat reluctantly, the Air Ministry chose it for the state-subsidised aero clubs, which led to considerable interest. The DH.60 design was further developed and improved with the Gipsy engine, and Moths were sold worldwide in large numbers [1,535 DH.60s and almost 10,000 of the later variants including 8,868 DH.82 Tiger Moths – Ed]. The long-range flights of famous aviators including GAPAN members Francis Chichester and Amy Johnson attracted a great deal of publicity and interest in both the Moth and aviation in general.

On 22<sup>nd</sup> February 1975, 50 years after the first flight of the DH.60, Stuart McKay MBE founded the de Havilland Moth Club, and he is still the secretary of the club and editor of *The Moth* magazine. With Stuart at the helm the club is very effective at bringing people together, sharing knowledge and advice as well as supporting the next generation. Stuart was awarded the Air Pilots Sword of Honour in 2021.

### MARKING THE CENTENARY

On 22<sup>nd</sup> February 2025 a black-tie Centenary Dinner and

awards ceremony was held at Knebworth House to mark 100 years of the DH.60 Moth and 50 years of the Moth Club. This splendid occasion was attended by the great and the good of the Moth world and there were many overseas visitors. The Air Pilots was well represented: PM Wally Epton proposed the toast to the Moth Club on its 50<sup>th</sup> anniversary; Liveryman Ron and Valery Gammons were presented with the Arthur Cole trophy; and Liveryman Ken Peters was presented with the John Parkhouse trophy.

Enthusiasts in Australia and South Africa celebrated the centenary of the Moth in style with flying events held in lovely weather. February is not a suitable time for UK vintage aircraft flying events, therefore these were scheduled on Thursday 31<sup>st</sup> July and Friday 1<sup>st</sup> August at Old Warden aerodrome. On Thursday the weather affected arrivals from the south, with low cloud and rain keeping many grounded. The large Moth Club marquee by the flight line was the social centre of the event and was very busy during the rain showers which delayed the



*The definitive DH.60 Moth (Steve Bridgewater)*

flying events on Friday.

The highlight of the flying displays was the Tiger 9 display team led by Geoff Milsom with an impressive formation of 15 Tiger Moths and one DH.60 Moth Major depicting

"100". PM Richie Piper flew a DH.82A Tiger Moth in a display featuring several different Moth variants. Upper Freeman Steve Jones displayed his superb replica DH.71 Tiger Moth racer: the two originals made in 1927 achieved speeds just short of 200mph from tweaked versions of the new Gipsy I engine producing 130hp. The Centenary celebrations at Old Warden were a resounding success thanks to the leadership of Stuart McKay, the enthusiastic band of volunteers and the sponsors of the event.

□



# GAZETTE

## APPROVED BY THE COURT 11 SEPTEMBER 2025

### ADMISSIONS

#### As Upper Freeman

Basil ALZUBAYDI  
Bailey John Flagg ARMSTRONG (AUS)  
David Saxon BENNETT (NZ)  
Jon David Neville COOKE  
Mark Andrew James DAVIS  
Alexander James DUNBAR (AUS)  
David Edwin GRIFFITHS (AUS)  
Simon Brendan SHIRLEY  
Christopher Paul WILLIS  
Anthony Edward WRIDE

#### As Freeman

Arron GILBRAITH  
Fergus Conor Dewar FLANAGAN  
Paul Mark JESSOP  
Christopher JOBLING  
Sebastian James MAEGRAITH (AUS)  
Max Ethan RAMM (AUS)  
Christy SCOTT  
James Paul VAUGHAN-HITCHCOCK  
Mary Juliet WHITEHOUSE (NZ)

#### As Associate

Matthew Robert Ian COOKE  
Jonathan DARROUX  
Alexander LOMORO (AUS)

Gavin O'DWYER (OS)

Sophie Hazel WONNACOTT

### ACKNOWLEDGED BY THE COURT 11 September 2025

#### REGRADING

##### To Livery

Peter ROUND  
Tom KEABLE

#### As Upper Freeman

Rebecca KWO  
Lewis LANG  
Craig Neil JARDINE  
Benjamin Mark TYLER (AUS)  
Daniel NARRAMORE (HK)

#### As Freeman

Joshua Michael GREEN  
Andrew PRIOR  
Alex REYNIER  
James David MARSHALL

#### RESIGNATIONS

Stephen AU (HK)  
Zoe DAVIES (HK)  
Anthony FUNG (HK)  
Jennifer KELLETT  
Alexander William DAVIES  
Andrew MacMILLEN  
Guy MALPAS (HK)  
Terry McVENES (NA)

Ronald MAN (HK)

Emanuele PAPA  
Olivia POHL  
Alexander ROBERTS  
Charles SKEET  
Guy STORY  
Jonathan Michael TOLLER  
Samuel TOMPKINS  
Leo TANG  
Andrea TROSO  
Daphnie TSUI (HK)  
Steve WETTON  
Samuel WOODWARD

### DECEASED

Christopher CHAMBERS  
John ROBERTS





# MASTER'S MESSAGE

*By The Master, John Denyer*

August is typically a quiet month for the Air Pilots as it is for other Livery Companies. Our Learned Clerk, Eloise, Angie, James and Anna have had some well-deserved leave and spent the rest of the month working from home. Some scheduled maintenance was carried out on Air Pilots House while it was unoccupied, including a replacement glazed roof to the atrium. However, for me, as for most of our recent Masters, much of August is taken up by the North American Tour and I have written separately about this. But there was still plenty of activity during July to report aside from the tour. The City's Sheriffs' & Recorder's Fund has been supporting London's prison leavers since 1808 and all Masters are invited to attend the Fund's AGM in No 1 Court of The Old Bailey. It was quite moving to hear the story of one of the guest speakers who opened by commenting that the last time he was in that courtroom had been 30 years ago, when he was in the dock! He went on to describe the great work that the Fund does. It was the second time in a week that I had "appeared" in No 1 Court: the previous time was to attend the Annual "City and Legal" lecture. As a friend asked politely: "Was this second appearance for your sentencing?"



*The Master and 'Konsort Kate' take the Scarborough air (J Denyer)*

## AIR LEAGUE

Some will be aware that our Company enjoys a close relationship with The Air League. Like us, the League sponsors young people to get them into careers in aviation and our Master always receives an invitation to its Council meetings, and the DAA and some Company members also sit on the Council. The recent meeting, which was held at the Stelios Philanthropic Foundation, was followed by a very pleasant reception for members and sponsors beside the Thames at the Terrace Pavillion in the Palace of Westminster.

As well as attending another Schools Gliding Day at Dunstable, this time for a school in Bermondsey, I enjoyed an afternoon at Upavon presenting gliding certificates to seven of our Gliding Scholarship winners. I do love these events, as they represent one of the important reasons that the Air Pilots exists, and it is always great to meet the students together with their proud parents!

Kate and I joined a group of other Masters on a guided Livery Churches walk, organised by the Constructors. It



*Gliding scholars with the Master at Upavon (Asad Gondal)*

was an informative day with a lot of walking and gave us a fascinating history of the churches and indeed, the City more generally. We visited 10 churches during the 7h event, interspersed, as always on City events, with food – breakfast at St Paul's, lunch at St Lawrence Jewry and tea at Bakers' Hall! It was very sociable and a nice opportunity to get to know one's fellow Masters a little better.

## BRIGANTES

The Brigantes Breakfast, actually a lunch, was held at Scarborough this year. Organised by northern-based Liverymen, it is open to all Liverymen of the City of London. Eighteen Masters and 38 Past Masters attended together with many Liverymen. We had an entertaining guest speaker, a reception and lunch at the magnificent Scarborough Spa, and an opportunity to explore the town. Scarborough became popular in the mid-18<sup>th</sup> century and is billed as "The UK's first seaside resort". I realise that I often find myself writing about food and drink which, as Past Masters will attest, represent a significant and important part of the job. Notwithstanding the food and drink, at this half-way point of my year I am pleased to report that I have only gained a kilogram, and Kate less than that!

Planning for the Australia/New Zealand/HK leg of our tour during October and November is complete, with flights and hotels booked, and just some of the visits and events to be finalised with the Regions, but plenty of time for that. With North America behind us, we are now looking forward with anticipation to Part Two! □





# REGIONAL REPORTS



## Regional report: Hong Kong

*By Liveryman Rob Jones, Regional Chairman*

This northern summer the Region has taken the next step in youth development here in Hong Kong. As previously mentioned, youngsters in Hong Kong have no access to an airfield for general aviation and as such need to travel abroad to even experience getting airborne. This is prohibitively expensive for most and is a large barrier to experiencing what it is to be a pilot.

The Region has been working with Hong Kong Air Cadets and Hong Kong Professional Airline Pilots Association (HKPAPA) to bring down some of these barriers and offer our time, insights and guidance to the next generation so they might keep alive their passion of one day getting into a pilot's seat.

We are proud to announce the commencement of aptitude testing being offered by the Region, having successfully completed several sessions now. We are offering this at cost, which is considerably cheaper than any other pilot aptitude testing being offered in Hong Kong. Aptitude testing is one of the biggest hurdles for people to overcome and learning how to prepare for the tests is vital. I know from the aptitude testing during Officer and Aircrew Selection for the RAF how many people went home on the first day.



*The packed briefing for youngsters, marking the centenary of the opening of the now-defunct Kai Tak Airport*

Alongside the aptitude testing, we have been offering small group discussions and mock interviews to aspiring airline candidates with age ranges from 18-35. Fortunately for both the committee and the candidates, one of our Hong Kong members has recently conducted many interviews for one of our local airlines and was able to offer fantastic guidance and insight as to the types of questions asked and what the company is looking for.

The aspiring candidates found these 30min interviews extremely valuable and some even had the courage to allow other candidates to observe their interviews so that they might learn more.

On a larger scale, the Region in collaboration with HKPAPA and the Hong Kong Productivity Council organised a visit to Hong Kong Aero Engine Services Limited (HASEL) for 20 under-privileged youngsters who aspire to become pilots. It was a privilege and heartwarming to see the enthusiasm of the group in awe of the operation to keep our engines working safely.

### CENTENARY BRIEFING

Finally, the summer holidays were rounded off with an event held in Cathay Pacific's Auditorium which held over 180 students to receive a briefing from the four Cathay pilots, including Chief Pilot Airbus, who flew the Hong Kong Sevens Fly Past to mark 100 years since the opening of Kai Tak airport. The event, which received over 2,300 applications, was co-organised by Hong Kong Region, the Hong Kong Productivity Council (HKPC), the HKPAPA Aviation Training Hub, and Young DAB (Democratic Alliance for the Betterment and Progress of Hong Kong), with support from Cathay Pacific and Yau Tsim Mong District Office of the Home Affairs Department.

Students came from a variety of backgrounds and schools, including participants from the Hong Kong International Aviation Academy, The Women's Foundation's *Girls Go Tech* programme, and youth pilot apprentices under HKPAPA. The event aimed to reignite youth interest in aviation and share behind the scenes insights as to the planning and execution of the flypast that had not been shared before with the public.

Cathay Pacific's Talent Acquisition Team also attended the event and gave a presentation to the students to guide them in preparation for interview and opportunities available in the aviation industry, not just as aircrew. We acknowledge that not all students are willing or able to become pilots but still want them to join us on our aviation journey in other roles just as vital to getting aircraft safely from A to B.

Moving forward, the region will continue to offer aptitude testing, mentoring and interview guidance along with our membership socials and preparation for the Master's Visit in November. □



## Regional report: North America

By Freeman Hal Adams, Regional Chairman

I have recently had a marked reminder that at the core, we in aviation, are all starting at the same point even though we may choose different paths along the way. We are all in one eco-system, with our own common denominator, the sky. This is particularly true in our industry where it takes determination and skill to even start the journey. For an aviator, the journey begins somewhere really basic and is reinforced by positive feedback as simple as seeing contrails in the sky and wondering how that happens and how to be there.

This observation, realization or reminder came through interaction with disparate people and organizations, while I was involved in the recently completed Master's North American tour. We, again, experienced the "community" that is aviation, whether that experience was as user, implementor, or regulator. The commonality of goals with our hosts was palpable.

This is intended as a general observation, rather than a detailed report of meetings. Visit reports will follow in due course [See the Master's report of his tour in this issue – Ed]. The intent here is to reinforce the need, as stakeholders, to understand and co-operate with entities visited.

Participating in meetings in Montreal (IATA and ICAO) and Washington DC (NBAA, FAA, GAMA and VAI), I was able to appreciate the basic commonality, and yet diversity, of aviation backgrounds represented by the organisations visited and, especially, the people staffing them. We generally understand the scope and focus of aviation entities. This is understandable, given that some of them, such as IATA, ICAO and FAA, are more comprehensive in reach, while others, such as GAMA and VAI, have more specific industry segment focus. Although the organisations have diverse charters, the people executing each charter demonstrate at the base significant, shared, aviation experience.

The interaction of the Company and the entities visited should be the driver for growing our North American Region and for continuous improvement of those critical interfaces. We emphasised the need to keep open the lines of communication and co-operation, beyond the annual visit/tour by the Master. This approach was well received and encouraged by all the industry participants. The challenge is how to deliver the connectivity and be persistent and relevant.

GAMA and VAI are accessible in the aviation environment via trade shows, but IATA and ICAO are



*ICAO and IATA are two organisations with which the Company needs to maintain close and regular contact*



more problematic regarding connectivity. We have the opportunity to build the IATA relationship via existing industry contacts within IATA. ICAO is a challenge because of its complexity, and will take more selective interface management. The US FAA is a little different because of the nature of its operation. The FAA meeting was at a high level, as expected, but we did make connections with functional staff members during our meetings and were encouraged to establish and continue dialogue with them.

We need to keep up visibility and momentum with the organisations which we visited. Good first steps to engagement are the meetings, followed by persistent contact and keeping the Company's name in front of them, including providing each of them with a regular copy of *Air Pilot*. □





# Regional update: Australia

By Liveryman Adrian Young, Chairman

The Australian Region of the Honourable Company of Air Pilots continues to build momentum across multiple fronts,

with a strong focus on technical safety, welfare, youth engagement, and industry collaboration.

## SCHOLARSHIP EXPANSION

Following the success of our initial scholarship programme, we are proud to announce the launch of a second tranche of scholarships. This includes a General Aviation Ready Course generously provided by Flight Standards, aimed at preparing aspiring pilots for the rigours of GA operations. Additionally, UPRT Australia has kindly donated two scholarships for a basic level Upset Prevention and Recovery Training (UPRT) program, reinforcing our commitment to safety and pilot preparedness.

## WELFARE PLAN IMPLEMENTATION

The Australian Region has taken a significant step forward in supporting pilot wellbeing with the development of a formal HCAPA Welfare Plan. Led by Welfare Officer Paul Dare, the plan outlines strategic priorities including:

- A peer support programme with an initial cohort of 10 trained volunteers;
- Direct outreach to members and families during times of crisis;
- Advocacy for pilot welfare across the aviation sector;
- Development of pilot-specific resources, training pathways, and technical papers.

The Executive Council is reviewing the plan, with implementation expected to begin shortly. This initiative reflects our belief that pilot welfare is integral to aviation safety and professional excellence.

## TECHNICAL AND SAFETY ENGAGEMENTS

Our Technical and Air Safety Director, Brian Greeves, has been actively involved in several key regulatory and safety discussions:

- Western Sydney Airport airspace design: concerns have been raised about the complexity and operational impact of the proposed airspace structure, particularly the night-time noise exclusion zones and convoluted departure procedures;
- Part 176 ARFF changes: CASA's proposed changes to airfield rescue and fire fighting services have prompted calls for reinstating the Technical Working Group to ensure thorough stakeholder consultation;
- Stopbar standardisation: a Request for Change has been submitted, proposing to standardise stopbar usage across all active runways, with further review of procedures for closed runways underway;
- Pilot licensing amendments: CASA has circulated

proposed changes to Parts 61, 141, and 5, aimed at removing regulatory anomalies and updating licensing provisions.

## AAWHG CONFERENCE PARTICIPATION

HCAPA proudly sponsored the Australian Aviation Wildlife Hazard Group (AAWHG) workshop held in Sydney in August. Representing the Young Air Pilots (YAPA), Sam Churchward attended and shared insights from his experience operating in remote areas with minimal wildlife hazard management.

The workshop featured case studies from Sunshine Coast and Canberra airports, highlighting the complexities of wildlife hazard mitigation in aerodrome

environments. Key themes included: the importance of data accuracy in wildlife strike reporting; design strategies to reduce bird congregation near aerodromes; the need for cross-agency collaboration and standardised phraseology and the global influence of AAWHG's work, with international interest from Asia-Pacific states.



*The Australian Aviation Wildlife Hazard Group (AAWHG) workshop, sponsored by the Australian Region*

## PACDEFF SPONSORSHIP AND ATTENDANCE

The Australian Region both sponsored and attended **PACDEFF 2025**, Australia's leading Human Factors conference, in September. Our Technical and Air Safety Director was joined by several Young Air Pilots, reflecting our commitment to fostering the next generation of aviation professionals. This event offers a valuable platform for learning, networking, and promoting HCAPA's safety and human factors initiatives.

## YOUNG AIR PILOTS – GROWING STRONGER

Our Young Air Pilots continue to thrive, expanding their reach and deepening industry engagement. Recent activities include Company visits across various aviation sectors. A highly successful visit to the Royal Flying Doctor Service in Adelaide generated significant interest and enthusiasm among participants. These initiatives are helping to build a strong foundation of knowledge, experience, and professional connection for our future leaders in aviation.

The Australian Region remains committed to advancing aviation safety, supporting pilot welfare, and nurturing the next generation of air pilots. We thank all our members, partners, and sponsors for their continued support and look forward to sharing more progress in the months ahead. □





# REPORT: THE YOUNG AIR PILOTS

*By Associate Chris Barrott, Chairman*

With summer behind us, it's time to review a busy summer of Young Air Pilot (YAP) events and thank you all for continued support and enthusiasm. Many members enjoyed an evening of gliding and a social BBQ at the Cambridge Gliding Centre, and our summer BBQ and fly-in at White Waltham was a great success, cementing its place on the annual calendar. The inaugural Future Pilot Assessment Day, run in part by YAPs, took place in August and twelve aspiring pilots came away better equipped for their airline applications and assessments. We will be running more of these assessment days in the future. Keep an eye out on the usual channels if you're interested.

## GLIDING EVENING

July saw YAP host an extremely successful gliding & BBQ evening at the Cambridge Gliding Centre. The event saw a total of 35 volunteers and attendees come together in the beautiful Cambridgeshire countryside on one of the best evenings of the summer. The evening allowed those who had never done gliding before to try it out and experience the joys of unpowered flight for the first time. With two gliders operating for the evening, we completed over 20 launches, with each flight lasting 10-15 minutes. Some lucky attendees even managed to do some soaring in the early evening, with the longest flight lasting over 20 minutes. Following the gliding, a well catered for BBQ was provided for all, along with a very well catered bar. It was great to meet and socialise with not just some familiar



*A stunning sunset accompanied the flying evening. The foreground shows the Cambridge Gliding Centre's Allstar SZD-54 Perkoz glider*

faces, but also many new ones, too. A special thank you to Cambridge Gliding Club for hosting us for the evening, and many thanks to YAP Jordan Bridge for flying in from Lasham to help instruct.

## FUTURE PILOT ASSESSMENT DAYS

On Monday 18<sup>th</sup> August, twelve aspiring pilots gathered

at the Stelios Foundation in South Kensington for the inaugural Future Pilot Assessment Day (FPAD). FPAD expands our offering for aspiring pilots beyond the existing Pilot Aptitude Testing (PAT) days, to cover a wider range of skill development, including group exercise practice and interview technique.

Skill sessions, led by Will Wright and Pete Taylor, gave candidates the techniques and the opportunity to practise, and ask many questions. The day was followed by a well-attended YAP pub social. With plenty learned in the day, the team is well equipped to put out an even better session later in the year, dates to be announced.



*Committee members Associate Piers Austin-Foss and Upper Freeman Craig Jardine (Vice-Chair, R) enjoy preparing the BBQ at the clubhouse for hungry YAPs*

## MENTORING

A reminder that the YAP-driven refreshed mentoring scheme has launched, focussing on ensuring that our network is used effectively and for the benefit of all the members. Mentoring is not just for aspiring pilots, but any member at any stage. Perhaps you are coming up to your command, and need some help? Or you are looking for some advice about how to get into a niche area of aviation? Let us know, and we can put you in touch with appropriate people. Get in touch at [mentoring@airpilots.org](mailto:mentoring@airpilots.org).

## EVENTS CALENDAR

Following a busy schedule of summer events, the winter dates for your diary are:

*Thu 23<sup>rd</sup> October: Trophies & Awards Banquet (Guildhall)*

*Thu 20<sup>th</sup> November: Social & Networking (London, TBC)*

*Mon 15<sup>th</sup> December: Christmas Meal & RAF Club Drinks (RAF Club)*

*Q1 2026: Simulator Visit*

All ticketing details are circulated by email and on the YAP **WhatsApp** community. □





# FUTURE PILOT ASSESSMENT

*By Upper Freeman Craig Jardine, Deputy Chair, YAP*

Monday 18<sup>th</sup> August saw the launch of the Company's new Future Pilot Assessment Days (FPAD), providing a vital opportunity for those looking to join the industry to learn and understand the recruitment processes used by many airlines and flight schools, how to best prepare for them, to practise certain elements of the recruitment process and to receive expert feedback. Facilitating the event were Warden Steve Durrell, Assistants Glen Fricker and Pete Taylor, Liveryman Will Wright, Associate Chris Barrott and Upper Freeman Craig Jardine, with a combined experience of over 120 years in the industry.

The day kicked off at 9:30am at the Stelios Philanthropic Foundation building in Chelsea, which funds two PPL and one FI scholarships. As we welcomed our 12 attendees, we got to learn more about them before our first session of the day. Attendees included those who were looking to change careers and pursue a childhood dream, or who had only just left school but were already pursuing the goal of flying. Others had got into flying through UAS, while we also had one of our Gliding Scholars, which was great to see! What they all had in common though was the obvious drive, desire, and determination to reach the flight deck.

Our first session focused on learning about the industry, the job itself, the recruitment process, and what airlines and flight schools are looking for. Aviation has always had a veil of mystery and romance about it, and to some degree this has become worse with the rise of social media. While all our attendees had done their research, nothing beats the first-hand experience we were able to provide to them, giving real world examples to their questions. It's important that our attendees have realistic expectations and fully understand what life will look for them as pilots. While we did de-bunk some myths, it also allowed us to share how incredibly rewarding the industry is.

After taking a short break for coffee and pastries (like lunch, kindly provided by the Foundation), we moved on to understanding the interview process, what to expect, and how best to answer questions. As with any job,

many find the interview the most daunting part, often panicking about what will be asked, and how to respond most effectively. To overcome this, we showed how to breakdown a question and link it to the "competency matrix" used by airlines, and then apply the "STAR" model (Situation, Task, Actions, Review) to give the best answers to the interviewer's questions. Lunchtime gave an opportunity to review the CVs of some of our attendees and provide guidance on how to improve an existing CV to make it stand out from the crowd and best display their skills and experience.

## GROUP EXERCISES

Following lunch our attendees split into two groups, one to focus on Group Exercise Assessments, the other group to complete a mock Aptitude Assessment Test, swapping around after 90min. The Group Exercise is an excellent way of assessing a number of competencies and the candidates' CRM, providing a problem-solving



*Helping the next generation find their way into the profession (C Jardine)*

scenario that the group has to work through together under a time limit. At some point, they will be given some form of "curved ball". Before the time is up, the group needs to come to a consensus for later discussion. Areas assessed include: how well a candidate communicates with others; the ability to

both express, and consider, others' points of view; ability to include everyone within the group; paying attention to instructions; and awareness of the time.

Aptitude testing is completed on a laptop, with a series of tests designed to assess areas such as abstract, verbal, & numerical reasoning, working memory, speed & accuracy of reactions, and cognitive and physical skill. The tests aren't graded as a pass or fail, but provide the candidate with a series of scores to be discussed with one of the FPAD team and used to help a candidate best navigate the various routes to the flight deck.

Suddenly it was 4:30pm and time to wrap up. Following a quick de-brief, Q&A, and the obligatory group photo, it was off to the pub for a well-earned pint for both the attendees and us hosts.

□



# TECHNICAL WEBINARS ARE COMING

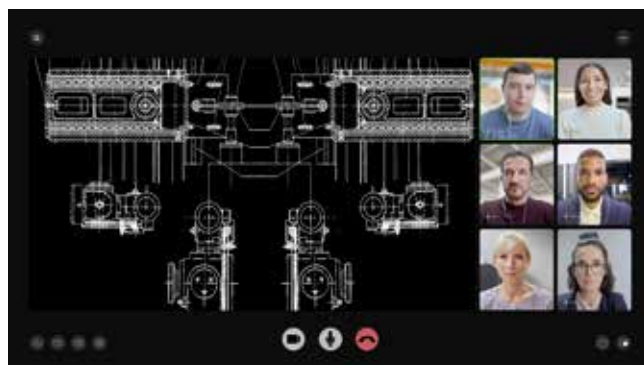
*Open letter from Liveryman Mike Zaytsoff, ITF Chair*

*Dear fellow Air Pilots,*

I am Chair of the Air Pilots' International Technical Forum (ITF). In case you didn't know what that is, the ITF is the triannual meeting of the Technical Directors from each of our worldwide Regions, plus the Chairs of each of our Technical Groups. One of the initiatives the ITF is working on is a monthly professional development webinar series for all of our members around the globe. In order to move this project forward, we are looking for two or three people who are interested in being the hosts of these webinars - and we need your help to find them. These host positions are open to anyone – journalism credentials are not required. These positions are perfect for someone who enjoys working in aviation but may have always wanted to try their hand at being an amateur news anchor as well. Please send me any suggestions you might have to: **zaytsoffm@gmail.com** - and please don't be shy about nominating yourself if you are interested.

The order for the webinars would (loosely) cycle through all of the Technical Groups (TGs) and all of the Regions, according to their preferences. Whichever TG/Region is presenting that month has the option of giving a briefing on the work going on in its TG/Region or else could choose a guest speaker(s) who can discuss a topic that's relevant to that TG or Region. The webinars would always run on a fixed day of the month, at a fixed time of day chosen to be convenient for as many Company members as possible worldwide.

There are a couple of forces driving this webinar series: one is that we have a lot of great people on each TG and in each Region volunteering their time to advance the Air Pilots' objective of providing expertise and impartial



*ITF professional development webinars are coming (iStock)*

advice to the aviation industry. The webinar is a way of showing off the great work that they do. With this increased visibility, it's hoped that more members will be interested in joining our TGs and Regional committees to help out with the work they are doing. The other is that we are the only Livery Company of the City of London that is allowed to have Regions outside of the UK. It's hoped that the webinar series will increase connectivity between the Regions and raise awareness of the aviation issues unique to each Region. This will be particularly important for any of our members who may want to fly in another country.

For the host, not a lot of preparation is required before each month's webinar. We already have a template for introducing the guest speaker(s) from the Australian & New Zealand Regional webinar series. We're hoping to launch the webinar series in January 2026, so please send your suggestions and offers for people to host the webinars to: **zaytsoffm@gmail.com**. I'm also happy to take any other questions you might have. Thank you for your time and safe travels wherever you are. □

## CALLING ALL LADY SKIERS!

Are you a confident skier with a sense of adventure and camaraderie? The Honourable Company of Air Pilots is heading to the Inter-Livery Ski Championships in Austria this January, and we're looking for one more female skier to complete our ladies team! We've got three fantastic women already lined up, but to meet the minimum of four, your Company needs YOU! Whether you're a seasoned racer or simply love carving turns with fellow aviators, this is your chance to represent the Company in a spirited, fun and tax-deductible alpine event.

If you're interested, or know someone who might be, please contact Sam Rutherford: **sam@prepare2go.com**



*More snowsports ladies needed*







# AIRPORTS, AIRSPACE AND ACCOUNTABILITY

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

According to the UK Department for Transport (DfT) analysis of Office for National Statistics (ONS) statistics, the air transport sector directly contributed £14 billion to UK GDP in 2023 and provided over 140,000 jobs across the UK in 2022, supporting many more jobs indirectly. The UK has the third largest aviation network in the world after the USA and China, and London's airports serve more routes than those of any other European city. This connectivity is vital to supporting businesses and jobs the length and breadth of the country. The current government states that it is committed to securing the long-term future of the UK's aviation sector, and that if the UK is to remain competitive as a global leader in aviation, it's crucial that aviation infrastructure remains world-class.

Capacity constraints hinder the country's ability to reap the growth benefits of aviation. Heathrow is the largest airport in Europe by passenger traffic, and one of the busiest in the world, and is running at nearly full capacity. These constraints increase the risk of flight delays, restrict the scope for competition and lower fares, and can reduce domestic connectivity. They also erode the UK's hub status compared to foreign competitors. Since coming into office, the government has taken steps to unlock airport capacity. London City Airport's plans to expand to 9 million passengers per year by 2031 have been approved. London Stansted has confirmed an additional £1.1 billion investment into extending its terminal and enhancing the passenger journey, which they expect will double its economic contribution and create up to 5,000 new jobs. The government also supports and has invited proposals for expansion at Heathrow, including for a third runway, though who will pay for expansion is being critically contested by operators.

## UNDIMINISHED DEMAND

The strength of the demand for travelling via Heathrow has not been diminished by the pandemic, with 2024 being Heathrow's busiest year ever. The airport plays a critical role in enabling international connectivity for both passengers and freight: in 2023, Heathrow was serving over 240 airports in around 90 countries, with connections across the UK allowing the whole country to benefit from this world-leading connectivity. Just under 15 million of its passengers flew on business, and it handled 62% of UK aviation freight by volume – nearly four times the figure for the next busiest airport for freight. No doubt a second runway at Gatwick remains firmly on the national radar.

A major constraint is the congested airspace across the UK. On June 2<sup>nd</sup>, the Department for Transport announced the formation of a new UK Airspace Design

Service (UK ADS). The DfT proclaimed that: "Holiday-makers will enjoy quicker flights and fewer delays as part of new laws... to open up new and more direct routes, propel airport expansion and boost growth. Modernising the airspace will open up capacity, supporting growth and thousands of jobs in the aviation and tourism sectors, as well as reducing delays and emissions per flight resulting from [aircraft] circling in the sky while waiting to land. Redesigned 'skyways' could also allow [aircraft] to climb quicker during take-off and descend more smoothly, reducing noise and air pollution for residents who live along flight routes."

## LARGEST REDESIGN OF UK AIRSPACE

The changes are aimed at enabling the largest redesign of UK airspace since it was first formed in the 1950s, when there were only around 200,000 flights per year, compared with 2.7 million in 2024. UK ADS is planning to be fully operational by the end of 2025 and will be run by NATS (En Route) plc (NERL). NATS (National Air Traffic Services) is a public private partnership between the Airline Group, which holds 42%, NATS staff who hold 5%, UK airport operator LHR Airports Limited with 4%, and the Government which holds 49% (the golden share). A new UK Airspace Design Support Fund has been established to help cover relevant costs of airspace modernisation in other parts of the UK.



*UK airspace is busy and complicated (FlightRadar24)*

Airspace modernisation is a highly complex and technical programme that has never been done before at this scale. The Air Pilots Airspace Modernisation working group (since renamed the Airspace Innovation Research and Technologies WG) developed a position paper on airspace modernisation which was presented to the then aviation minister in early 2022. It was apparent that there was little or no appetite at DfT to consider wholesale changes to airspace modernisation or innovative design and future funding options, despite the Air Pilots identifying that such an approach would positively enhance the opportunity to achieve government environmental challenges and net zero carbon emission targets. We also shared our concerns on the need for full and proper consultation with all airspace users, not least general

aviation, on airspace change and on airspace integration rather than segregation, recognising the need to enhance electronic conspicuity.

Was the stand-up of the UK ADS a case of history repeating itself, as some may recall a similar announcement years ago and the establishment of the Airspace Change Organising Group (ACOG)? So what has happened to ACOG since that announcement??

ACOG was formed in 2019 as an impartial function to co-ordinate airspace change sponsors under the direction of the DfT and the Civil Aviation Authority (CAA), which co-sponsor and regulate airspace modernisation. In progressing airspace change proposals ("ACPs") as part of the UK's 2018/2023 Airspace Modernisation Strategy ("AMS"), this coordination was largely achieved through ACOG's development of the Airspace Change Masterplan (MP) and supporting processes.

### GOVERNMENT POLICY

In December 2018, airspace modernisation became government policy. The Government, recognising the constraints of current airspace, published the AMS which set out a shared objective between CAA and the Government for modernising airspace, with the objective to "...deliver quicker, quieter and cleaner flights". The AMS required the main airports to redesign their airspace (below 7,000ft) and for NATS, the UK's main navigation service provider, to modernise the network that sits above, known as en-route airspace. As part of the AMS, it identified the need to redesign flight paths across the UK to make the most of the capabilities of modern aircraft and navigational technologies that have been developed in recent years. ACOG's impartial role was to coordinate this national programme and create a strategic co-ordinated Airspace Change Masterplan (MP) for UK airspace to deliver key aspects of the Government's AMS.

A recent DfT Policy Paper, *UK ADS 25/4* explains. The paper sets out the DfT's and CAA's positions on the future of ACOG on the establishment of the UK ADS, and proposed that ACOG should be subsumed into the part of NERL providing the airspace design service.

### SINGLE UK-WIDE PLAN

From its original focus on the southern areas of the UK, the MP grew into a single, UK-wide plan for all ACPs in the Future Airspace Strategy Implementation ("FASI") programme incorporating 18 airport-led proposals alongside multiple complementary NERL network ACPs. It evolved significantly, with the single plan dividing into four distinct, regional clusters comprising London, West of England, North of England and Central Scotland, allowing delivery in more manageable deployments. At the same time the number of airports reduced with one cluster, in effect, becoming a cluster of one airport. The scope of the co-ordination activity required from ACOG therefore correspondingly diminished.

On 17<sup>th</sup> March 2025 the Chancellor of the Exchequer announced that the Government would proceed with setting up the UK ADS and, as set out in the Consultation Response Document, the Secretary of State has decided to authorise NERL to provide it. Subject to CAA consultation on the NERL air traffic services licence, NERL will begin to stand up the UK ADS in 2025 with the initial scope of designing modernised airspace in the London cluster of the MP. UK ADS will do its own planning, co-ordination and reporting to the co-sponsors as the single change sponsor for the region. Consequently, there will be no ongoing role for ACOG in the London cluster.

The Chancellor said: "We envisage that UK ADS would take over ACOG's role of producing the masterplan in respect of the London cluster and co-ordinating any related ACPs. Perpetuating ACOG's role for the London Cluster would complicate rather than simplify the existing approach. In respect of the non-London clusters we envisage ACOG's role to continue as now for the time being, that is, to develop the masterplan and coordinate the related ACPs and their sponsors. It would continue to operate as a unit within NERL"

The impartiality of ACOG was and is a key feature of its ability to coordinate airspace modernisation successfully. This requirement for transparent separation from NERL's other business areas has also been recognised as critical to the success of the UK ADS: "UKADS must be impartial, making decisions independently, based on evidence and transparent processes, and in line with relevant guidance. Any potential or perceived conflicts of interest need to be mitigated to ensure it is credible and trusted to deliver."

The UKADS' initial focus therefore will be on redesigning London's airspace, with expansion at Heathrow alone expected to create over 100,000 extra jobs, turbocharge economic growth, strengthen the UK's status as a global hub and deliver major benefits for airlines and passengers.

The government supports such expansion and the subsuming of ACOG under UK ADS, under the NATS umbrella, and this creates an interesting dynamic of airports, airspace and accountability to ensure fairness and impartiality to all airspace users. One that the Air Pilots will closely watch with interest.

<https://www.caa.co.uk/media/scad4c1b/policy-paper-ukads-25-4-future-of-the-airspace-change-organising-group.pdf>

<https://www.gov.uk/government/news/redesigned-flight-paths-to-deliver-quicker-quieter-flights-and-boost-growth>



*Airspace modernisation will fall under NATS' remit (NATS)*

□



# THE MASTER'S TOUR – NORTH AMERICA

*By The Master, John Denyer*

The Master's tour is widely perceived by friends, other Masters, and even members of the Air Pilots, as being some sort of vacation. It is easy to see why. You get to visit some stunning locations, do some things that some people only dream of, and meet a lot of very interesting people. The purpose of the tour is for the Master to fulfil his or her ambassadorial duties by making new contacts and refreshing existing relationships with policy makers, regulators and operators. It is also to meet with many of our members in the North American region, but alongside that "work" element of the visit there are, of course, some unique opportunities and experiences that can make it look a bit like a vacation!

## VANCOUVER

Kate and I had planned a few days to explore Vancouver on arrival to see the city which, though Kate knew it quite well, was a new destination for me.



*Acclimatising to Canada, on Vancouver's sea wall*

Vancouver is a city of contrasts, where sea meets mountains at the beautiful Burrard inlet. It has a vast port with rail, oil and container facilities stretching many kilometres up both sides of the inlet. It has ultra-modern skyscrapers and historic buildings, efficient public transport and excellent cycle routes. Pedestrians and vehicles have equal priority at crossings, making it easy to explore on foot. Vancouverites are a fit bunch; there were joggers, cyclists and walkers everywhere. We hired bikes ourselves and pedalled the 10km seawall route round Stanley Park, giving us excellent views of Vancouver Island from the Park's north shore.

We then took a train to Pitt Meadows airport where Liveryman Capt Alistair Beaton had invited us to an evening demonstration and lecture on electric aircraft,

organised by the Aero Club of British Columbia. Founded in 1915 it is the oldest flying club in the Commonwealth. On display were the Slovenian-built Pipistrel Velis Electro and Alpha trainers and, my personal favourite, the Harbour Air de Havilland DHC-2 eBeaver. It was the first time I have seen three electric aircraft airborne at the same time.



*Harbour Air's electrified DH Beaver at Abbotsford*

One of the weirdest things with electric aircraft is that when taxiing, if you close the throttle and apply the brakes, for example after lining up on the runway, the prop stops turning! Flown by Harbour Air's Shawn Braiden and powered by a 500kW (670hp) Magnix-650 motor, the eBeaver cruises at 100kt, has a range of 45 nautical miles (82km) and endurance of one hour, making it ideal for the short, overwater routes operated by Harbour Air. Apart from its zero-emissions, a secondary benefit of its electric propulsion is that the small motor has enabled a streamlining of the aircraft's nose compared with the profile with the original radial engine which, together with a four-bladed prop, has significantly enhanced its performance.

## Vancouver Aviation College

After returning to Vancouver for one last day's sightseeing, we were met by Freeman Mehdi Aliasghari, one of our newest members, who kindly drove us to Pitt Meadows. Mehdi is a student at the Vancouver Aviation College at the airport and is just about to gain his commercial licence. We were met by College President, Mostafa Khosrowtaji, formerly Chief Pilot of Iran Air. He started the business in 2017 and runs it with his three sons and his wife; Liveryman Alistair Beaton has been CFI from the outset. Mostafa showed us round his impressive, modern training facility in a new building next to the





*Liveryman Alistair Beaton (l) shows the Denyers around Vancouver Aviation College*

airport's tower. The college operates a fleet of Cessnas and I was delighted to be offered the opportunity to fly a C172 on a tour of Vancouver and the local area. We started westbound along the Burrard inlet to pass just north of downtown, with stunning views of the city and docks. Turning north up Howe inlet, we headed between the mountains on either side to the town of Squamish on the Whistler road. From here, we turned SE to fly to Coquitlam Lake and then back out of the mountains to return to Pitt Meadows - a most enjoyable 90min tour



*'Konsort Kate' admires the view over Coquitlam Lake, BC (and a quite decent landing for an unfamiliar aircraft!).*

### **Abbotsford Air Show**

Abbotsford Airshow was created in 1962 by the very entrepreneurial Abbotsford Flying Club, which had itself only been formed in 1961. Working jointly with the local Rotary Club for the first two years, AFC members did all the organising. The event grew rapidly; in 1965 it became the Abbotsford International Air show and by 1970 was billed as Canada's National Air Show. To this day, AFC members, including at times Air Pilots Liverymen, still sit on the Air Show Board.

Alistair drove us the short distance to Abbotsford from Pitt Meadows where we checked into our hotel and got ready to enjoy the air show night event with Alistair and his wife Diane. Against the stunning backdrop of

the setting sun illuminating snow-topped Mt Baker and a full moon rising above an adjacent peak, we enjoyed a spirited display from many of the aircraft that were to feature in the daytime show the next day. Anything with an afterburner, of course, looked great in the fading light, especially the MiG-17 whose afterburner had a curious "spluttering" burn. The de Havilland "Ghostwriter" Chipmunk with its wingtip pyros and LED-covered wings gave a captivating display and the evening ended with an LED drone show – I'd love to know how those are designed and programmed!

Next morning, we were privileged to meet with ex-ETPS engineering student from Boscombe Down, Stu McIntosh, now Executive Vice President of Cascade Aerospace located on Abbotsford airport. He runs an impressive deep maintenance facility focusing on large transport aircraft. For example, Cascade was contracted to UPS to replace the conventional cockpits of its entire Boeing 767 fleet with glass installations, in an impressively short timescale. Currently, the hangar is full of USAF and RCAF Lockheed Martin C-130s.



*With a Lockheed Martin C-130 Hercules at Cascade Aerospace*

The airshow's daytime display was a joy to watch, with the low-level flying and proximity to the crowd line taking me back to the Farnborough airshow days of old! Of the many displays, I will single out the Pivotal eVTOL craft that gave a unique demonstration. It is a single-pilot 'pod' with a foreplane and mainplane, each with 4 electric motors. It achieved some interesting attitudes as it manoeuvred around the sky. Still photos do not do it justice, but the company has some great videos at [www.pivotal.aero](http://www.pivotal.aero).

On the final airshow day Alistair's wife Diane had secured us some front-row seats at the VIP enclosure. We enjoyed talking at length with Liveryman Dr Steve Stewart, former Chair of the Abbotsford International Airshow Board. He

has written a book – *Abbotsford International Airshow – Part one: 1962 to 1970*. It is not yet available commercially, but Steve kindly gave us two copies, one of which I have placed in the Company archives at Air Pilots House for anyone to read. We also enjoyed meeting Liveryman Jonathan Dugdale who, through his contacts, got us an invitation to a very privileged location during the display – the commentary box!

Checking out of our Abbotsford hotel next morning, we travelled to the British Columbia Institute of Technology at Richmond, near Vancouver International Airport. Interim Dean Bruce Thompson met us, and we were shown round the Institute. BCIT is a centre for aeronautical engineering training and is located in a very modern building on the airport with an impressive range of training facilities. The engineering training “hangar-queens” included a Boeing 737-200, Bombardier CRJ 100, and Piper PA31. It has a turbine training room where students practise on some 20 small gas turbines and a similar classroom for piston engines.

## OTTAWA

Early next morning we took an Air Canada Boeing 787 to Ottawa, where Liveryman Peter Allen met us and gave us a driving tour of some of the city sights on our way to the centrally located Lord Elgin Hotel.



*The Snowbirds over Mt Baker during the Abbotsford Airshow*

Next morning, we were joined by Upper Freeman Geoff Lowe, and Peter drove us to meet Brig Gen Chris Robidoux, Director General of Air Strategic resources and Air Reserve of the Royal Canadian Air Force. He was very interested in the opportunities that our North American (NA) region could offer young people through its embryonic scholarship scheme. Recruiting quality cadets is, for the RCAF, a priority, as it is for most operators. I described our military affiliations in the UK and suggested that the RCAF may be interested in a similar affiliation with our NA region, for example with The Snowbirds team and with the RCAF cadet scheme.

Gen Robidoux informed us that the Snowbirds will be

“paused” in a couple of years, pending the identification of a replacement aircraft. However, the Squadron will still exist and so will the opportunity for an affiliation. I also touched on our trophies and awards as a means by which we encourage and recognise excellence. We were interested to learn that the RCAF awards and honours staff work for the General, and this may be a useful contact in future. The meeting concluded with the General putting Peter Allen in touch with two of his people who could make sure that our Region has a point of contact to whom we can direct students interested in careers in the military, and also a possible affiliation between the RCAF cadet scheme and the Company's NA scholarship scheme.

## Nav Canada

In the afternoon we visited Vanessa Richardson, Director of ATS Standards at Nav Canada. It is the world's first fully privatised national air traffic service with some 5,500 employees and responsibility for 18million km<sup>2</sup> of airspace. We discussed a range of subjects of mutual interest. Canada is moving towards a space-based ADS-B system for domestic and oceanic control, with the space segment operated on its behalf by Aireon, using Iridium's 66-satellite constellation. To provide resilience to GNSS spoofing and jamming, and to solar flares, Nav Canada is adopting a multi-layered approach by retaining more VORs, NDBs and radar stations than originally planned. It is in discussion with both NATS and ICAO about space-based ADS-B and retaining legacy navigation systems.

Nav Canada is increasingly using drones to calibrate and verify terminal and en route navigation aids both to save time with expensive aircraft and to minimise disruption to airport traffic. The Agency is moving incrementally towards what it calls trajectory-based ops, which includes the use of preferred routes and continuous climb/descent, to minimise delays, reduce emissions and increase predictability. It has an active workstream on contrail management and, like many of the other organisations we visited, RPAS traffic integration. To improve runway safety, Nav Canada is introducing cameras to provide a beyond visual line-of-sight (BVLOS) service at airports, including IR for low visibility situations. It is keen to maintain an ongoing dialogue with the Air Pilots NA region, to seek ways of working together on these many areas of mutual



*At the British Columbia Institute of Technology*

interest. In the evening, Peter and his wife Gail entertained us to dinner at the delightful Ottawa Hunt & Golf Club. There is no hunting these days, but still a lot of golf!

Next morning we met in our hotel with Wayne Gouveia, SeniorVP of the Air Transport Association of Canada (ATAC). His organisation boasts many members, including



*The Rideau Canal, one of the sights of downtown Ottawa*

all of Canada's flight training schools and all the national airlines except Air Canada and WestJet. We were keen to establish whether there is an affiliation relationship to be developed between us around the NA scholarship fund. Commonality of licensing is an issue for ATAC, as it is very hard to transfer from a Canadian licence to a UK one, and we agreed to maintain a dialogue on this and on other activities of our ITF working groups. Finally, we touched on the possibility of an affiliation with Elevate Aviation, a not-for-profit group aimed at advancing the success of women and underrepresented groups in aviation, which was this year awarded the Master's North American Trophy.

The next stop was the Transportation Safety Board to meet with Board member, Paul Dittmann. The TSB covers air, marine, pipeline, and rail modes of transportation and receives notification of some 1,000 reportable incidents annually. Our discussion focussed mainly on runway safety, and we learned that in Canada, just 20 airports are responsible for 58% of runway incursions, and 13 of those 20 have flight-training units on site. One of the mitigations the TSB has used is to create Google Maps-style "Streetview" virtual tours of those airports with the highest incident rate and to make those available to airport users and visitors – a clever idea!

## MONTREAL

After a two-hour train journey from Ottawa, we settled into Montreal's Bonaventure hotel, a two-minute walk from the station and just five minutes from both the headquarters of IATA and ICAO.

Next morning, NA Regional Chair Hal Adams met us at reception, and we walked to IATA. I should explain that when I say 'we', I mean not only Hal and me, but Kate as well. With her background in the aerospace industry

including human factors, fluid dynamics and wind tunnels, plus her PPL, she was as interested in the subjects of our meetings as I was. Brett Wells, Product Manager for Safety Solutions, Commercial Products and Services, explained that a large part of IATA's activity is acting as a 'bank' providing financial settlement services for transfers between airlines, suppliers and others amounting to some \$Can70billion per year. This covers, for example, payments within code-share arrangements.

Among IATA's interests that overlap with ours are disruptive passengers, and a commitment to achieve net zero by 2050. It sees achieving net zero as requiring co-ordinated efforts of the entire industry, minimising emissions at the source, together with offsetting and carbon-capture technologies. We also discussed standardisation of competency-based training, which it regards as a potentially more efficient way of getting licensed pilots quickly into commercial aviation, and pointed us to some useful links on its website.

## ICAO

Then it was off to ICAO, a specialised agency of the UN which, being almost next door to IATA, was as convenient for them as it was for us! Communications Associate Sarah McLaggan met us and after showing us the ICAO museum, proceeded to give us an excellent guided tour of the assembly hall, the council chamber and committee rooms. The Assembly, which meets every three years, is convened this September/October by ICAO's governing body, the Council. ICAO's 193 Member States and a large number of international organisations will attend the Assembly, which establishes the worldwide policy of the



*The imposing Council Chamber at ICAO*

organisation for the upcoming triennium. After the tour, Sarah took us to meet Michele Merkle, Director of the Air Navigation Bureau. The principal issues we discussed were RPAS, recruitment of young people into aviation careers, net zero and space. While ICAO's 'jurisdiction' does not extend to space, the rapidly increasing frequency of launches raises important issues around launch





*With Michele Merkle,  
Director of ICAO's Air  
Navigation Bureau*

trajectories, danger areas, falling debris, communications, and frequency management. As with all of the agencies and organisations we visited, we were well received, and ICAO showed a real interest in maintaining an ongoing dialogue.

For dinner that evening we met up with Kathleen Henderson at a charming French Bistro, along with Hal Adams and his wife Cathy. Kathleen, who is the Senior Operations Director of the Canadian Airports Council, nominated Elevate Aviation for the aforementioned Master's North American Trophy. Formed in 1992, CAC established itself as the federal representative for airports on a wide range of issues and concerns. We talked long into the evening over the excellent food and wine.



*Farewell to Montreal - the bustling  
restaurant area of Rue Saint-Paul East*

Kate and I spent the next day, Saturday, exploring Montreal as neither of us had been there before. It is a lovely city at the conjunction of the Ottawa and St Lawrence rivers. Like Vancouver, Montreal is an easy and pleasant city to walk around. It was a scorchingly hot day, so we soon decided to abandon the heat of downtown for the cooler breezes around the Old Port. After a lazy meal in one of the many small restaurants in the quaint Rue St-Paul East, we returned to the hotel to prepare for the next and final leg of the tour.

## WASHINGTON DC

On Sunday we flew on a United Airlines Embraer 175 to Washington Dulles and caught the Metro to Rosslyn station. I used to tread those streets frequently while working at the British Embassy in Washington, as many of my contacts were based in Arlington. Revisiting after 30 years felt slightly unreal, with new buildings making some parts hard to recognise.

Hal Adams had made his way separately to DC and we met up again next morning, together with Liveryman Capt Bill Pinney, at the offices of the National Business Aviation Association (NBAA). We met with Doug Carr and his team and had a constructive meeting with him on a broad

range of subjects. Commercial BVLOS RPAS operations are currently handled by exemption and waiver, which is unsatisfactory. The Administration wants to codify operations with a set of rules within 200 days, and has issued a 60-day consultation requiring a response by early October, and EASA is engaged with FAA on this.

We next discussed Advanced Air Mobility (AAM) or eVTOL. NBAA sees this operating in a similar market to its existing core business and is therefore involved closely with other agencies and operators. It anticipates that AAM operations will start within five years, initially in Metroplex areas. This is being driven in part by the desire to have an eVTOL service up and running at the 2028 Los Angeles Olympics. On GNSS spoofing/jamming, Doug reported that business jet operators can have difficulty identifying an attack, sometimes reporting it back to the OEM erroneously as a system malfunction. In NBAA's view, spoofing/jamming training is a classroom topic, not a simulator one, and that incident reporting and data collection are key. On ADS-B, he noted that while the system is embraced by the FAA and Nav Canada, Europe seemed to be "dragging their heels" in its adoption. We agreed with NBAA to maintain an ongoing dialogue throughout the year, and not just during an annual visit by each Master.

## FAA

For our visit to the FAA, we were joined by Upper Freeman Roddy Dennis, while the FAA fielded a large team headed by David Burkholder, Deputy Executive Director for International Affairs. Discussing Extended Minimum Crew Operations (eMCO), they confirmed that the FAA is in contact with EASA. On runway safety, the FAA sees training and technology as the solution to reducing incursions. It is identifying hotspots on specific airfields worldwide, based on past incidents, prioritising those where US citizens and operators are most likely to be impacted.

The Administration wants to promote RPAS operations rapidly and does not want government "...getting in the way". Burkholder mentioned the same BVLOS rules agency-wide consultation raised that morning by the NBAA. One issue yet to be addressed is RPAS operation over the high seas and he gave the example of the Gulf of "America" (= Mexico). Discussing the environment, it was no surprise to learn that the current Administration's position is very different from the last one on this matter. When asked what the government position on reducing aviation's carbon footprint would be at the upcoming ICAO Assembly, we learned that it would be promoting route optimisation. The FAA has been awarded \$12 billion funding (out of \$30 billion requested) to fund

airspace and ATC modernisation as part of this. Lastly, the Administration is strongly promoting commercial supersonics, and the FAA is assisting with this.

We relaxed over dinner that evening with Bill Pinney and his wife Patricia, Hal and Cathy to consider what had been a busy, yet informative day, and to prepare for the final day of meetings in DC.

## GAMA

The morning started early with a very positive meeting with the General Aviation Manufacturers Association (GAMA). President and CEO James Viola led the GAMA team as we discussed many familiar subjects. On GNSS spoofing/jamming, the FAA has directed every manufacturer to provide training on recognising and dealing with an attack. Like Nav Canada, GAMA sees part of the solution as including a multi-layered approach, for example using DME triangulation as an alternative to a spoofed GPS signal, but also including a multi-receiver, multi-constellation approach.

James made the interesting point that it would be helpful if any aviation solution could also work with countering spoofing of maritime, train, automotive and agricultural GNSS systems. We were told that an EASA consultation on spoofing and jamming is expected soon. We discussed eMCO and Single Pilot Operations (SiPO), and James pointed out most of the aircraft flying in the world are already single-pilot! An ICAO working group is moving towards SiPO for turboprops up to 57,600kg, but at present there is no plan to include jets in that. Jens Hennig, GAMA's VP Operations, said that aircraft must be designed with eMCO built in and ventured that eMCO is about crew reductions from three to two, or four to 3½, not from two to one. He sees the main issue as being at the higher flight levels. James expects eVTOL demand to reach a point soon where multiple aircraft are leaving production lines each day. On all these issues, GAMA was very keen to keep the dialogue going with the NA Region of the Air Pilots.

## Vertical Aviation

Our final meeting in DC was with Vertical Aviation International (VAI), formerly Helicopter Aviation International, based in Alexandria, Virginia. The large VAI team, headed by Senior Director of Operations Chris Martino, was - not surprisingly - particularly keen to talk about AAM/eVTOL. As Chris put it, if it acts like a helicopter, it should be treated as a helicopter, and VAI will have an interest in it (this was the reason behind renaming HAI to the more generic VAI). Like many others we had met, Chris mentioned the FAA's proposed Part 108 rule to regulate BVLOS drone operations, and he helpfully added that the consultation was open to all parties, and

that The Air Pilots should consider responding to it.

Chris was clear that he did not see any future for confining AAM operations to special corridors. He made the important point that, thus far, eVTOL manufacturers had been pitching primarily to investors and that some of the narrative from those occasionally enthusiastic pitches for funding had made its way into the wider discussion on eVTOL integration, which had not always been helpful.



*Most meetings were held close to the White House*

He sees eVTOL as less of an issue than that of small drones, and wants to support the integration of AAM into general airspace, not using corridors but perhaps having pre-approved eVTOL routes that others can share. VAI is recognised by ICAO as a non-governmental organisation and sits on eight different ICAO working groups and panels. I was impressed by its broad global connections with helicopter associations throughout the world, and with many other organisations.

The following day we boarded the BA 777 flight to Heathrow, and I began typing up my notes of the 13 very informative meetings. I was pleased with the outcomes, the principal one being, for almost every organisation, a commitment to keep talking with us throughout the year. We learned a lot about those organisations, and I believe they learned much about us. What consistently excited most of the people we met were our scholarship and schools gliding offerings to young people as, indeed, they are the things that most excite me. Secondly, they were impressed by the breadth of the Company's technical expertise and its global reach.

I am indebted to Donna Farquhar for her tireless work in organising and planning the tour, and extremely grateful to Alistair Beaton, Peter Allen and Hal Adams for their part in pulling it all together and accompanying us to the meetings. Thanks are also due to Geoff Lowe, Bill Pinney and Roddy Dennis for joining us at meetings. Last, but not least, it was lovely to meet Diane Beaton, Gail Allen, Cathy Adams and Patricia Pinney; we enjoyed the times we spent with you.

This trip has whetted my appetite, and we are now even more excited to get going on Part Two of the tour in October/November with visits to Australia, New Zealand and Hong Kong!

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# AFFILIATED UNIT PROFILE: IV(AC) SQUADRON

*By Wg Cdr Christopher Rugg, CO*

IV(AC) Sqn provides the last step in training for fast jet pilots in the UK military prior to their conversion to frontline combat aircraft. The squadron operates the BAe Hawk T.2, a single engine, tandem seat, fourth-generation trainer designed to emulate the Eurofighter Typhoon FGR.4. It boasts a datalink radar emulator giving realistic beyond visual range training with a suite of modern synthetically simulated weapons. The training is supported by a variety of full mission simulators. The squadron is based on Anglesey in North Wales alongside its sister squadron, XXV(F) which teaches the basic aspects of fast jet operations.



*IV Sqn has a small but highly skilled complement*

The Tactics and Weapons course that IV(AC) delivers takes approximately six months and covers all the fundamental skills that pilots will require on frontline types, from close air support to defensive counter air and swing role operations. Upon graduation from the course the trainees fulfil their lifetime dream and become fighter pilots on either the Typhoon FGR.4 or the Lockheed Martin F-35 Lightning II.

August 2024 saw the squadron instructor numbers reach its lowest levels in recent history as part of a measured plan against aircraft resource. Since that point the squadron has been focused on re-building our cadre of instructor pilots. Almost a year on, we approach 12 QFIs with more due to arrive and qualify. In the same period the squadron has continued to train young pilots and has graduated 16 trainees to the front line to either the Typhoon or Lightning. The squadron focus remains on delivering the highest calibre of fighter pilot to the UK combat air front line.

After a few years' hiatus, IV(AC) returned to an overseas detachment when its members dusted off the European Waypoint directory and headed south. Alongside XXV(F) the squadron deployed for two weeks in March with



*UK Prime Minister Starmer shows close interest during his visit for Armed Forces Day*

eight aircraft to the French Air Force base at Solenzara on Corsica. The detachment was a great success and a much-needed jump into spring weather following a North Wales winter. This overseas exercise provided invaluable exposure to overseas operations for our trainees, alongside the experience of deploying as a team and squadron on detachment.

Outside of the flying we have been hosting a regular drumbeat of visits ranging from the young people supported by the John Egging Trust to more well-known visitors such as newly elected MPs, Chief of the Air Staff and more recently the UK Prime Minister, Sir Keir Starmer. The Prime Minister visited RAF Valley in June as part of the UK Armed Forces weekend and was hosted for part of the visit by IV(AC) trainee pilots. Alongside the



*The Hawk T.2 is IVSqn's current training aircraft*

people, we have had occasional visits from the front line with F-35s and Typhoons dropping in to give trainees a hands-on glimpse of what they will get to operate in a few months' time.

Looking forward, the squadron continues to grow and innovate in line with the ever-changing global picture, and to provide the frontline with fast jet pilots. □





# MENTORING: A FLIGHT PLAN FOR MEMBERS

*By Warden Dave Singleton*

The career path of a pilot is rarely a straight line. The Honourable Company of Air Pilots recognises

this and, at its heart, the aim of the Air Pilots Mentoring Scheme is to support pilots at any stage of their careers by connecting them with an appropriate mentor. Open to all members globally, this initiative is more than a professional service — sitting firmly alongside the Company's Career Development and Peer Support Network, it is a continuation of our Company's objectives to support the highest standards and service to aviation.

A mentor, in our definition, is someone with relevant professional or personal experience who offers support, guidance, and practical help through a confidential one-to-one format. The scheme is designed, structured and managed by the Air Pilots, ensuring professionalism and discretion throughout. Our mentors come from a broad and diverse spectrum of aviation backgrounds — from commercial air transport, military, and corporate aviation, to flight instruction and general aviation. This breadth of experience enables us to pair each mentee with someone well suited to their goals, ambitions, and circumstances.

Importantly, there is no age restriction on seeking a mentor. Whether you're newly licensed, at mid-career, or reflecting on your next steps post-retirement, mentoring is a lifelong process. As is often said: "Every day is a school day." Continuous learning, self-reflection, and guidance are key to staying sharp, adaptable, and inspired.

## A STRUCTURED PROCESS

The process followed is that when a member approaches the mentoring team, we take the time to understand their career to date, aspirations, and personal goals. From there, we match them with a mentor who has the insight, empathy, and expertise to act as a catalyst to achievement. The outcomes of mentoring are as individual as each mentee, and whether the need is career planning, confidence building, interview preparation, or transitioning roles, our mentors are able to provide support and encouragement.

Most importantly to ensure privacy and trust, all mentoring relationships are bound by the confidentiality standards set out in our Mentoring Guidelines. It is very much a personal and respectful process, offering a safe space for open dialogue and reflection within the mentoring timeframe and beyond.

We have been working closely with Liveryman Hannah Whelan — a PPL Scholarship recipient and passionate Young Air Pilot — over the past year to review and



*Mentoring is relevant at every stage in a pilot's journey, from first introductions...*

*...to being fully experienced*



restructure the scheme. Our goal has been to increase awareness, accessibility, and clarity, ensuring that more members know this valuable resource is just a conversation away, together with providing a robust structure and mentoring guidance to enhance this service to our members. The current timeframe for implementation is late autumn of 2025.

In a profession as dynamic and demanding as aviation, the power of a good mentor can be transformative. With our global reach and a community of members who embody excellence in every facet of flying, the Honourable Company is uniquely placed to offer this support.

So, whether you're charting your next big move or simply seeking a sounding board from someone who's been there, I warmly encourage you to make use of the Air Pilots Mentoring Scheme. It may just be the most important waypoint on your professional journey.

For more information or to access the Mentoring Scheme please visit the Company website, Facebook and Instagram or directly by contacting us at

**[mentoring@airpilots.org](mailto:mentoring@airpilots.org)**

## CAN YOU HELP?

In a continuously evolving profession and industry such as ours we are always ready to welcome new mentors at any stage of their career and from any background to increase the vibrancy and depth of experience of the team. Anybody interested in joining the scheme as a mentor should contact the Office.





# THE CENTENARY IN 20 ARTICLES

**GP CAPT JOHN 'CAT'S EYES' CUNNINGHAM CBE DSO\* DFC\* AE DL HON FRAES**

*By Assistant Seb Pooley*

**Air Pilot's series of Centenary-focussed profiles of the individuals and aircraft which exemplify the first century of the Company's existence continues with the story**

On moonless nights during the Blitz, Londoners felt reassured knowing that 'Cat's Eyes Cunningham' was above them in the darkness. The legend went that his uncanny ability to see German bombers came from eating carrots. In truth, John Cunningham was pioneering something far more revolutionary: radar. Calm, methodical and unnervingly accurate, he became the Royal Air Force's most successful night-fighter ace, notching up 20 aerial victories, three 'probables' and a further six 'damaged' in nocturnal duels.

However, Cunningham's story didn't end with the victory of 1945. Unlike many wartime heroes who faded into peacetime obscurity, he returned to the de Havilland Aircraft Company, where he had begun as an apprentice, and became the quiet genius at the controls of Britain's most daring experiments in jet flight. If the war had made him a hero, the jet age made him a pioneer.

John Cunningham (27<sup>th</sup> July 1917 – 21<sup>st</sup> July 2002), born in



*The classic image of Cunningham in his office - the DH Comet*

Croydon, seemed destined for the air: At Whitgift School, he studied birds as much as books, fascinated by their effortless mastery of flight. At 18, he joined de Havilland as an engineering apprentice. By day he learned the mathematics of aircraft design; in the evening he trained with the Royal Auxiliary Air Force 604 Squadron. In 1936,

he took his first solo flight.

This unusual double apprenticeship as part engineer, part pilot gave Cunningham a rare skill set. He didn't just fly aircraft; he understood how they were built and why they behaved in the way they did. That technical insight would one day make him Britain's most trusted test pilot.

## **WAR IN THE DARK**

When war erupted in 1939, 604 Squadron was on the front line. Early on, the squadron flew Bristol Blenheims in daylight, but heavy losses forced a switch to night operations. The problem was that no-one knew how to fight in the dark.

Enter airborne radar. In November 1940, Cunningham and his radar operator achieved the first-ever night kill using the new technology. It was a turning point, the beginning of radar-guided warfare. Over the next four years, Cunningham became the master of nocturnal combat. Flying first the Bristol Beaufighter and later the superb de Havilland Mosquito, he developed tactics that made radar-assisted attacks deadly.

For his skill and bravery, he collected a string of decorations including the Distinguished Flying Cross and Bar, Distinguished Service Order with two Bars, the U.S. Silver Star, the Air Crew Europe Star, the Defence Medal with bronze oak leaf and the Russian Order of the Patriotic War.

## **THE TEST PILOT'S SEAT**

Peace found Cunningham back at de Havilland. Tragedy soon struck the company when Geoffrey de Havilland Jr, the founder's son and chief test pilot, was killed in 1946 while pushing the limits of the DH.108. Cunningham, steady and fearless, was chosen to replace him.

Test flying in the late 1940s was almost as dangerous as combat. Aircraft were pushing into unexplored frontiers of speed, altitude and jet propulsion. In 1948, Cunningham flew a modified Vampire to 59,446ft, setting a world altitude record but his most historic flight came the following year:

On 27<sup>th</sup> July 1949, his 32<sup>nd</sup> birthday, Cunningham lifted the prototype of the de Havilland DH.106 Comet into the sky. It was the world's first commercial jet airliner, a sleek machine that promised to cut transcontinental journeys from days to hours. In that moment, he had flown not just a new aircraft but a new era into existence.

## TURBULENCE AND TRIUMPH

The DH.106 Comet's early career was beset with tragedy as three Comets were lost in highly publicised accidents. This series of initially unexplained crashes in the mid-1950s threatened to derail the program. Cunningham played a crucial role in the painful process of identifying the structural flaws, testing modifications and restoring the aircraft's reputation. His calm professionalism reassured both engineers and the public that jet travel could be safe.



*The airliner with which Cunningham will always be associated - the DH.106 Comet I*

Beyond the Comet, he tested an extraordinary range of aircraft, from the dart-shaped DH.108 to the Trident airliner and the Nimrod maritime patrol jet. He logged more than 1,800h of test time on the Trident alone before its certification in 1964.

His colleagues admired not just his skill but his temperament. Where other test pilots might have sought fame, Cunningham preferred discretion. "He never showed off," one engineer later recalled, "but his reports were gospel."

## FROM COCKPIT TO BOARDROOM

Cunningham's judgment made him valuable beyond the test pilot's seat. In 1958, he joined the de Havilland board. When the company merged into Hawker Siddeley Aviation he became Executive Director, later serving in the same role at British Aerospace until his retirement in 1980. Yet he never lost touch with flying. Even as an executive, he remained a pilot first and foremost, balancing corporate responsibility with a hands-on understanding of an aircraft's limitations. He also chaired the Sir Geoffrey de Havilland Flying Foundation and contributed to aviation safety through serving on the Farnborough Air Show Flying Control Committee.

In 1975, disaster struck when a bird strike on take-off at Dunsfold forced Cunningham into an emergency landing in which his BAe 125 collided with a car, killing its occupants. Cunningham survived, badly injured. It was a sobering moment in a career defined by control and safety. True to form, after recovery he returned to the air, continuing to fly and test.

## ADDITIONAL HONOURS AND RECOGNITION

- Officer of the Order of the British Empire (OBE), 1951
- Commander of the Order of the British Empire (CBE), 1963
- Harmon Trophy (USA), 1955, for his contributions to civil aviation
- Fellow of the Royal Aeronautical Society (FRAeS)
- Royal Aero Club Gold Medal

## OUR COMPANY AND THE LEGACY OF PROFESSIONALISM

Cunningham's values aligned closely with those of our Company. Cunningham joined the then Guild on 8<sup>th</sup> April 1948 going on to become a Liveryman. Cunningham embodied the Company's ethos to combine technical excellence with safety, to pass on knowledge to younger generations and to foster fellowship among aviators.



*Cunningham with Liveryman Sir Frank Whittle and de Havilland engine designer Maj Frank Halford (Getty Images)*

Our Company has long recognised test pilots and industry leaders, awarding trophies for outstanding contributions to aviation. Cunningham's career sits squarely within that tradition. His mix of wartime gallantry and peacetime innovation represents the professional ideal our Company has sought to uphold for nearly a century. Fittingly, he was awarded The Sir Barnes Wallis Medal in 1997/98 and The Award of Honour in 2000/01.

## QUIET HERO, LASTING INFLUENCE

For all his achievements, Cunningham remained modest. He never married, never sought the spotlight and preferred to let his work speak for itself. Yet his influence was profound. He helped Britain win the night skies in World War Two. He ushered in the jet age of civil aviation

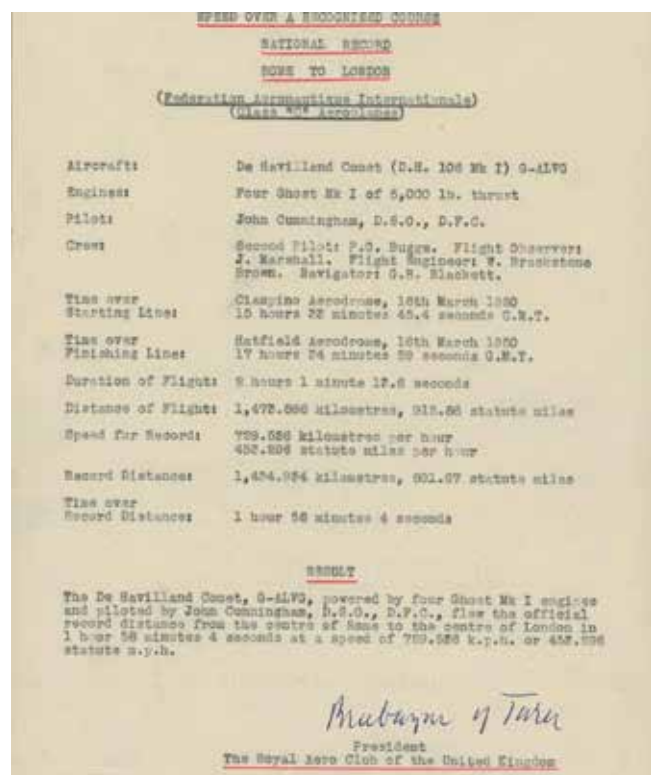




*Cunningham receives the Derry & Richards Memorial Trophy from the Grand Master in 1966*

and as a director and elder statesman, he steered the industry through turbulent decades.

When he died in July 2002, just short of his 85<sup>th</sup> birthday, tributes poured in. Pilots remembered his calm authority; engineers his meticulous reports; the public, his wartime nickname. His greatest legacy is perhaps something



*The FAI certificate for Cunningham's record-breaking flight from Rome to London in 1950, signed by Liveryman Lord Brabazon of Tara (BAE Systems)*

quieter, the professional ethos he embodied. In an age of daring, he proved that true courage was measured not in showmanship but in precision, patience and responsibility. John "Cat's Eyes" Cunningham's life reads like two stories

## FROM THE ARCHIVES

Ian Frow's *The History of the Guild of Air Pilots and Air Navigators from 1965 to 2004* notes the following:

"A...source of irritation with Whitehall and the Government was the flat refusal to award knighthoods to the truly distinguished test pilots Neville Duke, Roly Beamont and John Cunningham. Anger in the Guild was heightened when retrospective knighthoods were awarded to surviving members of the 1966 England football team. These awards were made whilst Whitehall was still claiming that John Cunningham was too old and had been out of aviation too long to qualify for knighthood. It was a disgraceful episode which discredits Whitehall and the Governments of both Mr Major and Mr Blair. Surely professional footballers are less deserving individuals than test pilots who have risked their lives (and, especially in Cunningham's case, had a highly distinguished war record)?"

stitched together: the war hero and the test pilot. Yet the thread running through both is constancy. He was, above all, a man who could be trusted, by his radar operators in the blackness of night, by designers with unproven jets, by airlines with passengers' lives in their hands.

In remembering him, we remember a time when aviation leapt from propellers to jets, from wood and canvas to metal and pressurisation, and from heroic improvisation to systematic professionalism. Cunningham didn't just witness that transformation, he flew it.

## FURTHER READING

For more detailed information on John Cunningham, you may wish to refer to:

Bowman, Martin. *Night Fighter Aces of the Luftwaffe and the RAF* (Pen & Sword, 2007)

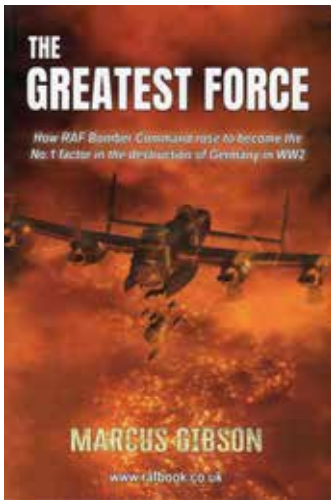
Price, Alfred. *Instruments of Darkness: The History of Electronic Warfare, 1939–1945* (Greenhill, 2005)

Gunston, Bill. *Fast Jets: The History of the Fighter Test Pilot* (Osprey, 1980s editions)

Wood, Derek. *Project Cancelled* (Macdonald & Jane's, 1975)

Birtles, Philip. *John Cunningham: Second World War Night Fighter Ace and Test Pilot* (Fonthill Media, 2023)

# BOOK REVIEW: *THE GREATEST FORCE*, BY MARCUS GIBSON



*Reviewed by The Editor*

The author (an ex-*Financial Times* writer) seeks, in his words: "... to end the injustice of the criticism made against [RAF] Bomber Command and its crews since World War Two". That sentiment will, doubtless, be shared by the few survivors and the families of those crew (many of whom

were members of this Company) and RAF squadrons which carry the heritage of those involved in the bombing campaigns of 1939-45.

The central tenet of the book is that the bombing campaigns masterminded by Marshal of the RAF Sir Arthur Harris were far more effective, and far less devastating to German civilians, than they are credited/ blamed by present-day historians and commentators. He argues that, whatever the direct effect of the bombing on German armed forces and industry, Bomber Command's campaigns had a massive effect by forcing the Germans to divert manpower and resources from other theatres to bolster their home defences.

Thus, he instances the withdrawal of fighters from the Eastern front so that there were fewer than 500 facing many times that number of Russian machines; the moving of highly effective 88mm anti-tank guns to provide anti-aircraft fire at home; and the diversion of hundreds of thousands of troops and forced labourers from vital projects like the Atlantic Wall. The redeployment of the 88mm gun into anti-aircraft flak duties also, he claims, led to some 30% of German ammunition production being devoted to that use, starving the army and navy of desperately needed supplies.

On the carpet bombing of cities like Dresden, Gibson argues that civilian casualties were far lower than has been claimed and that, especially, Dresden was not full of evacuees on the night of the most devastating raid upon it. Another area in which German claims are challenged is that of aircraft production, where Albert Speer's reports of over 80,000 combat aircraft produced in the three years 1942-44 fail to tally with a figure of perhaps 2,000 aircraft in actual service in 1943.

## WEAKNESSES AND FAILINGS

The book ranges far wider than these central arguments in its densely-packed 550 pages, also exploring the weaknesses and failings of Bomber Command's campaigns. Gibson highlights amongst these the failure to concentrate on destroying coal mines, on which Germany was critically dependent for fuel both for its industry and (through the production of coal-based synthetic fuels) its war machine. He also points to the RAF's apparent ignorance of the *Schräge Musik* upward-firing gun used by German fighters to devastating effect on Allied bombers, and also claims that Harris was never privy to the *Ultra* intercepts of German coded messages shared with other parts of the Allied forces.

The number of facts and statistics crammed into this book is astonishing, even in the light of the no-fewer-than 50 pages of numbered references and 12 pages of bibliography at the end. The accessibility of that vast store of information is, however, greatly reduced by there being no conventional index, so that going back to check on a particular figure or claim is a time-consuming exercise.

A further barrier to the book's usefulness is the apparent absence of editing for technical sense. Thus, there are numerous references to flows of water in "m<sup>3</sup>" with no timescale (eg "a peak flow of 8000m<sup>3</sup>" resulting from the breaching of the Möhne Dam), and a missing of critical units in other statistics – the same dam is stated to have released 135m<sup>3</sup> of water, out by a factor of a million. Other technical errors include the statement, repeated at least twice, that the structure of the Vickers Wellington was "...formed of slatted wood pinned together as a 'basket weave' matrix", rather than the all-aluminium structure it most certainly was.

In summary, this book presents a deluge of mostly convincing information and persuasive argument in support of the author's quest to rehabilitate the reputation of Bomber Command. It is unfortunate that its sheer density and lack of easy navigation mean that much of its target audience might not have the patience to read far enough to appreciate its arguments.

*The Greatest Force: How RAF Bomber Command rose to become the No. 1 factor in the destruction of Germany in WW2*, By Marcus Gibson: published by [www.rafbook.co.uk](http://www.rafbook.co.uk); 540pp paperback; £39 on Amazon

□



# INTO THE OVERSHOOT

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



## A KITTEN FOR THE CAT

The APFC has been supporting the Joystick Club for a number of years with donations which help the club attend events with its pedal planes and simulators. Inspired by discussions with IPM Richie Piper, one of the owners of the Consolidated PB5 Catalina *Miss Pickup*, Upper Freeman Mike Clews instigated the build of a Cat pedal plane. It is larger than all the other Joystick craft and because of its weight is electrically powered. As its cockpit is too small for even a child, it is driven around by remote control. Richie and Mike have been trying for a couple of years to get the two aircraft together, and finally achieved the meeting at the Duxford Battle of Britain Airshow at Duxford on 6<sup>th</sup>-7<sup>th</sup> September. □



## HAPPY HENSTRIDGE

The APFC's fly-in to Henstridge on 8<sup>th</sup> July was on a beautiful summer's day, with landings to the southwest on Runway 24 and occasional slight crosswind from the northwest - all handled superbly, reports *Liveryman Sue Hawkins*. Thirteen aircraft turned up, including the Hawkins' Rockwell Commander, resident on the airfield, which did a circuit to land in order to fly in rather than just taxi across from the hangar. There were 30 attendees in total, including a couple of people who drove in including Liveryman Gerry Gerrard who helped to host having been based for a long time at Henstridge.

As Upper Freeman Tony and Edith de Bruyn brought their Marchetti F360 in from Belgium, it was an 'international' fly-in. Liverymen Mike Gush and Mark Grigg brought in DH Chipmunks and other aircraft included Pipers PA17, PA32 and PA28s, a CSA Sports cruiser, a BAe Bulldog and a Europa. Most took advantage of the airfield's new cafe 'No 23'. Geoff Jarvis, the co-owner, offered the Air Pilots free landings and no PPR as they had supplied details in advance. He had also arranged for the radio, normally available only at weekends, to be manned. A good time was had by all, says Sue. □

