

OCTOBER 2008

No.171

GUILD NEWS

THE GUILD OF AIR PILOTS AND AIR NAVIGATORS





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PATRON:

His Royal Highness
The Prince Philip
Duke of Edinburgh KG KT

GRAND MASTER:

His Royal Highness
The Prince Andrew
Duke of York KG KCVO

MASTER:

Air Commodore R S Peacock-Edwards
CBE AFC FRAeS FCIM

CLERK:

Paul J Tacon BA FCIS

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

GuildDiary

OCTOBER 2008

9	6th General Purposes and Finance Committee Meeting	Cobham House
9	Aptitude Assessment	RAF Cranwell
14	Benevolent Fund Board of Management	Cobham House
14	4th Technical and Air Safety Committee	Cobham House
16	Sir Frederick Tymms Lecture	Royal Aeronautical Society
23	Trophies and Awards Banquet	Guildhall

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7	Silent Change	Guildhall
8	Lord Mayor's Show	
10	Lord Mayor's Banquet	Guildhall
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13	7th General Purposes and Finance Committee Meeting	Cobham House
13	4th Court Meeting	Cutlers' Hall
13	Scholarships Presentation	Cutlers' Hall
19	St Cecilia's Festival	Westminster Cathedral
20	Past Masters' Lunch	RAF Club
23	Guild Flying Club Lunch	White Waltham

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9	5th Technical and Air Safety Committee	Cobham House
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12	New Members' Briefing	Cobham House
12	Guild Carol Service	St Michael's, Cornhill
12	Christmas Supper	The Counting House
17	Guild Closes	

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5	Guild Opens	
13	5th Education and Training Committee	Cobham House
14	Trophies & Awards Committee	Cobham House
21	Benevolent Fund Board of Management	RAF Club
22	9th General Purposes and Finance Committee	Cobham House
22	5th Court Meeting	Cutlers' Hall
22	Court Election Dinner	TBC

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3	Combined Courts' Lunch	Cutlers' Hall
5	Alex Henshaw Commemorative Dinner	RAF Museum Hendon
12	10th General Purposes and Finance Committee	Cobham House
24	6th Technical and Air Safety Committee	Cobham House

MARCH 2009

10	6th Education and Training Committee	Cobham House
12	11th General Purposes and Finance Committee	Cobham House
12	6th Court Meeting	Cutlers' Hall
19	Annual Guild Service	St Michael's, Cornhill
19	AGM, Installation and Supper	Merchant Taylors' Hall

Guild Visits Programme 2008

20 January Dunlop Aircraft Tyres, Birmingham

Please see the Flyers accompanying this and previous editions of Guild News or contact Assistant Michael Glover at MJAG2001@aol.com

Cover picture: for generations, sailors and aviators have used the stars to navigate, and Orion, the Hunter, is one of the better-known of the largest and most conspicuous constellations they would have used in the Northern Hemisphere. Sadly, the dominance of the Global Positioning System has made it virtually unnecessary for traditional navigational skills to be learned or practiced these days. Yet, all is not lost, as Guild member Tristan Gooley still has heavenly objects in his sight and is teaching the rare art of natural navigation. You can read his story on page 9.

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Trophies and Awards Banquet

Capacity will be back to normal at this year's Trophies and Awards Banquet on 23 October, following the Guildhall's major kitchen refurbishment programme. The plan is to accommodate up to 650 Guild members and their guests, as against the much-reduced numbers of the last few years. The guest of honour will be Sir Stuart Rose, Executive Chairman of Marks and Spencer. Sir Stuart was knighted in the New Year Honours List for his services to the retail industry and corporate social responsibility. Now a Guild member, Sir Stuart is also mad keen on aviation and plays an active part in promoting the Imperial War Museum, Duxford, and associated flying. Word has it he's recently flown in a Spitfire – lucky fellow.

ATA presentation The Master was at White Waltham on Tuesday, 9 September to take part in the celebrations associated with the award of a Veterans Badge to all those who served in the Air Transport Auxiliary (ATA) in the Second World War. White Waltham was an entirely appropriate venue for these celebrations, which included an exhibition, speeches, a

short flying display and lunch before all those who were able departed in coaches for No 10 Downing Street to be presented with their Badges by the Prime Minister. White Waltham was the headquarters of the ATA during WW2, an organisation which carried out more than 300,000 aircraft delivery flights during the war involving some 147 different types of aircraft. A number of pilots lost their lives in the process – they were very brave aircrew to whom the Nation owes a lot. What a pity that it has taken more than sixty years for this much needed recognition to come. Those Guild members who attended the Trophies and Awards Banquet in 2003 will remember the standing ovation given to the three legendary female members of the ATA who were saluted on that occasion. One of those was Liveryman Lettice Curtis, arguably the most famous of the ATA female aircrew. She herself carried out over 1,400 delivery flights and was the first lady pilot to be cleared to carry out 4 engine aircraft delivery flights. Lettice now resides in a lovely Berkshire Care Home but was unable to attend either the event at White Waltham or at No 10. However, it was the Master's great pleasure to have been able to present Lettice, on behalf of the Prime Minister, with her Veterans Badge in a



ATA legend: Liveryman Lettice Curtis is presented with an ATA Veterans Badge by the Master. (Photo: Jack Randell)

moving ceremony at her Care Home to coincide with the ceremony at No 10. 'I was accompanied by Liveryman Jack Randell and Freeman Ken Peters. A number of Lettice's close family and friends also attended. Finally, I must make mention of the tea that the staff of the Care Home had prepared for the occasion; it was quite the best and largest tea that I have ever enjoyed'.

Alan Bramson Among the deceased listed in the Gazette (page 18) is Liveryman Alan Bramson FRAeS, who was one of the Guild's most eminent members and a legend among the aviation fraternity. Ex-RAF, with 250 aircraft types in his logbook, he was an accomplished writer, publishing some 20 books on aviation, air transport, pilot training and certification, air accident investigation, airworthiness' and aircraft maintenance and so on. Most private pilots will have ploughed through the volumes of his definitive textbook: *Flight Training for Pilots*. He was for many years a much-respected aviation consultant. Alan joined the Guild in 1947 and was clothed with the Livery in 1964. He was a member of the Guild's Panel of Examiners for 28 years and Chairman for some of that time.

- Continued on page 13

Unique aircraft: Flying Club members at Cosford with the Miles Mohawk, the RAF Museum's latest acquisition. The aircraft was built in 1936 as an all-wood tandem two-seat dual control cabin monoplane. The American Charles Lindbergh, who in May 1927 made the first solo west-east transatlantic flight, was in Britain that year. He wanted a fast, long-range light-touring aeroplane in which he and his wife could make business trips around Europe. He asked F G Miles to build one for him to his specification. Lindbergh flew the aircraft between 1936 and 1939. This was the only Mohawk to be assembled. (Photo: Guy Faulkner)



OBITUARY

PAST MASTER CLIFFORD THOMAS FARNDELL FRIN FRMets

Cliff Farnnell, who died on 2 September aged 94, was Master of the Guild in 1968-70, the second navigator to hold the office – the first being Sir Frederick Tymms (1957-59). Mr Farnnell had been a member of the Guild for more than fifty years, when among the Guild's enthusiastic supporters were figures such as Sir Alan Cobham and Freddie Laker. He joined the Guild as an Upper Freeman in 1958 and took the Livery in 1964.

Mr Farnnell's flying career began in 1940 when he joined the RAF and was dispatched to Canada to train as a pilot. When he arrived he found himself on a navigation course, became a navigator and was posted to No. 307 Polish squadron night fighters on Mosquitos, becoming one of the first to use airborne radar in a night fighter. In 1944 he was seconded to BOAC and operated DC3s and Haltons out of Whitchurch. He then found himself at Northolt where he was temporarily seconded to BEA and flew as a navigator on one of the early Paris services. At that time BEA was a European offshoot of BOAC and in the throes of being set up with help from secondees. Mr Farnnell returned to BOAC at Hurn and became deputy flight navigation officer of the airline's Argonaut fleet and later Comet 1s. When the Comets were withdrawn, he became an instructor at the airline's training unit. He moved on to be Flight Navigation Officer on Constellations, DC7Cs, Comet 2Es, Comet 4 and finally the Boeing 707.

After 22 years service with BOAC, and by this time a Warden of the Guild, Mr Farnnell retired and went to live in the Bahamas. He joined the UN secretariat specialised agency for ICAO in Montreal and originated and

managed the Asian Civil Aviation Academy as part of the UN technical assistance programme.

Mr Farnnell's exodus to the Bahamas in 1967 was lamented by his friend Sir Alan Cobham as a



“loss to this country”, who described him as “a man of integrity and unimpeachable character”. Sir Alan, (Master 1964-6) had known Mr Farnnell for more than ten years, largely through the Guild, where he had been chairman of the Technical Committee.


Cliff Farnnell was also the Master who played a pivotal role in the setting up of the Guild's first overseas Region – Australia. When the concept of an Australian Region had been suggested by Australia's legendary Jim Cowan in the early 1960s, it was deemed ‘too difficult’ and allowed to lapse. The Court of Aldermen and the City Corporation had envisaged many problems of such an offshoot. However, with the help of his old friend Cliff Farnnell, Jim Cowan persevered. With some 40 Guild members already living in Australia, he flew to London to discuss his proposals with the Court, returning triumphantly to Australia with full approval and a mandate to work out the ‘nuts and bolts’ of setting up the Region. According to Master Farnnell “it was an achievement reached in the face of much cynical opposition,

but with the active co-operation of friends in Qantas and Jim Cowan”. The first meeting of the Australian Region took place on 11 July 1968 and Jim Cowan became the Region's first Chairman.

This was the start of the Master's official tour of the Guild's Regions, the first of which took place in February 1969. In Master Farnnell's case the visit was greatly facilitated by the Deputy Master, Sir Matthew Slattery, Chairman of BOAC. Accompanied by their wives, they visited both Australia and also Hong Kong, where their attempts to initiate a Guild presence were at that time unsuccessful.

In 2001 Past Master Farnnell wrote to the Guild, having seen an obituary (presumably in a Guild publication) for his old friend Norman Bristow. Captain Bristow, he said, had been described as the oldest surviving Past Master, whereas he had succeeded Mr Farnnell in office in 1970. “I suspect”, he wrote, “I may not be the only one to protest that my decease has been greatly exaggerated”.

In 2006, when the Duke of Edinburgh met a group of Past Masters at the presentation of a sword engraved with a list of the many aircraft he had flown, Cliff Farnnell was strategically placed next to him as the most senior Past Master present, apart from the Duke himself. They should have had plenty to talk about. Cliff Farnnell was the navigator on one of the most famous Argonaut flights ever, when he took Princess Elizabeth to Africa and brought her back to England as Queen.

Until quite recently, Cliff Farnnell attended Past Masters' lunches at the RAF Club. He enjoyed the company of his successors and keeping in touch with the Guild's affairs. In his 2001 letter, Past Master Farnnell said how much he appreciated the Guild's efforts and to “see the Guild going strongly and continuing to make a valuable contribution to aviation.” 

The Master writes....

RICK PEACOCK-EDWARDS

In this Master's message, in addition to making mention of some of the major highlights from the last few months, I would like to say a few words about Guild membership and some of our clubs and activities. However, I would first like to record that it is with great sadness that I have to report the passing of Past Master Cliff Farnell, who was only the second navigator to hold the office of Master, and the legendary aviator and Guild member, Liveryman Alan Bramson. References to their illustrious careers appear on pages 4 and 5.

With regard to the highlights of my activities, of most importance, and something that I will never forget, was being presented to the Queen at the Royal Garden Party at Buckingham Palace on 22 July. As you would expect, I greatly enjoyed the experience and the opportunity to have a most pleasant and relaxed conversation with the Queen. In early August, together with Past Master John Hutchinson, I attended and was part of the VIP party for the opening of the Abbotsford International Air Show in British Columbia, Canada. This was also an opportune time for some important meetings related to a Canadian Region.

Other highlights were the annual visit to RAF Brize Norton and the Annual Garden Party. The Brize Norton visit was made even more special this year because we found ourselves involved in a serious operational mission (see the *Guild goes operational* on pages 12/13). Lasham was an excellent venue for the Garden Party in spite of some inclement weather and was greatly enjoyed by all who attended. It also gave me a lot of pleasure to present a 'hoist' to Lasham Gliding Club for use by disabled pilots. Turn to page 7 to read all about it and see how much it meant to them.

But now let me return to the subject of membership. This is a subject that has long been close to my thoughts, not because we are short of new members, indeed our membership has been steadily on the increase for many months, but



because of my own experience which I know is mirrored elsewhere amongst the membership and tells me that we are not always advertising the Guild to best effect. I only joined in 1997 and my first introduction to the Guild came when I was the guest of James Martin, joint managing director of Martin-Baker, at a Trophies and Awards Banquet. I remember how hugely impressed I was by the glittering magnificence of the occasion and I then learnt more about the Guild and joined. I quickly became involved in Guild activities and realized that there is so much to gain from membership.


However, as is always the case, the amount of benefit to be gained is to some extent proportional to the amount of effort put in. My one big regret is that I had not joined 20 years earlier, and I regularly hear others say exactly the same. I am mentioning all this because we must always be looking to our future. We have, of course, introduced the Guild Young Members' Group (GYM) during the last year and this initiative is of great importance to our future. However, I ask you, the members, to also help spread the word about the benefits from membership because there are some very good people out there who aren't members because they are no wiser than I was before I joined. This brings me on to the subject of the membership of our various clubs and activities.

There are a number of clubs and activities available through your membership and in some cases I feel that

Hat's off: the Master acknowledges support from the many Guild members who were at Lasham for the Guild Garden Party. With Air Commodore Rick Peacock-Edwards are Lasham Gliding Club's Alistair Mackinnon (left) and Chris Lewis (right). Centre is Mike Miller-Smith, a member of the Lasham Gliding Club and chairman of the British Disabled Flying Association.

the membership at large is not making best use of the opportunities that are available. I would like to make special mention of the Guild flying and golf clubs. The Flying Club has around 100 members and the Golf Club somewhat less and yet these two clubs themselves provide great opportunities for you, the membership, to enjoy yourselves with like-minded people, and you don't need to own an aircraft or even a set of golf clubs. If you wish to obtain more information I suggest that you contact the following: Flying Club - Gerald Hackemer (gerald_hackemer@compuserve.com) or Peter Davis (peter.davis49@btinternet.com) and the Golf Club - John Mason (johnmason37@onetel.com).

Finally, you will find enclosed with this edition of *Guild News* a questionnaire seeking your views in a number of areas associated with the on-going work of the Strategic Review Team. This is IMPORTANT and I do ask that you take the time and effort to complete and return the questionnaire. Your responses will have an influence on the future focus and direction of the Guild.

I look forward to seeing many of you at Guildhall on 23 October for the Trophies and Awards Banquet. 

GUILD GARDEN PARTY

Hats off to Lasham

LINDA JONES

More than a hundred and sixty Guild members brought their family and friends to Lasham, Hampshire on 10 August for the annual Guild Garden Party, where more hats flew this year than aircraft. Strong, gusty winds whipped viciously across the airfield all day, putting a stop to the National Gliding Competition Finals, but failing to deter Guild diehards Guy Faulkner and Owen Cubitt from flying in from Gamston and Denham, respectively.



Made for walking: Upper Freeman Graham Thomas, and his wife Amanda, came prepared for all eventualities.

Thanks to organiser Assistant Mike Glover's meteorological instincts, a substantial Guild marquee had been erected beside Lasham's welcoming Club House, providing a safe haven from the blustery weather. The tables and chairs provided inside the marquee were quickly filled by the masses, after struggling from



Huddled masses: members enjoy a picnic lunch, protected by the Guild's substantial marquee. (Photo: Lasham Gliding Society)

their cars clutching massive cool boxes and other trappings thought necessary for a good English picnic. They had travelled to Lasham from across the shires and even, in John and Andrea Eacott's case, from Australia. The Region's Treasurer was on the final leg of an eight-week and well-timed visit to the UK. And so, to the popping of Champagne corks, the feast began, showing you can always depend upon aviators to tuck-in and enjoy themselves whatever the weather.

The choice of Lasham this year for the Garden Party couldn't have been a better one, with some of their top brass – Barry Woodhouse, Alistair Mackinnon and Chris Lewis – being welcomed to the Guild encampment by the Master, Rick Peacock-Edwards.

It was particularly pleasing to also welcome Mike Miller-Smith, chairman of



Gift aid: the Master presents a hoist to Mike Miller-Smith, Chairman of the British Disabled Flying Association, to help the disabled pilots access and leave their aircraft. (Photo: Lasham Gliding Society)

the British Disabled Flying Association (BDEFA) and a member of the Lasham Gliding Society. On behalf of the Guild, the Master presented the Society with a special hoist to aid disabled pilots get into and out of their aircraft, which Mike gratefully accepted. Four aircraft at Lasham have been adapted for use by the disabled. Mike said the BDEFA is trying to get other airfields to affiliate with them.

Other members of the Lasham Gliding Society visiting the Guild marquee were attracted by the Guild display stand, no


doubt having read the feature on Lasham in the February *Guild News*, which was written by their own man, Mike Birch. The article generated a lot of interest in the Guild, and young glider pilots took the opportunity to pop in for a chat or to take a pilot aptitude test. Guild training experts advised on how to progress towards a career in commercial aviation. On the other hand, some Guild members were taking a peek at what the Lasham Gliding Society might have to offer them.

While the weather might have scrubbed gliding for the day, it didn't prevent two powered aircraft from putting on a display for the Guild. Warden Cliff Spink opted for an ME109 (conditions were unsuitable for the Spitfire) flying from Duxford to Lasham to give a spectacular display across the airfield. Following him into the Hampshire air was Diana Britten, the country's only woman unlimited



Star turn: Diana Britten gave a stunning aerobatic performance in her CAP 232 aircraft.

aerobatic display pilot. In her French composite wooden and carbon fibre CAP 232 aircraft, she wowed the crowd with her world-class aerobatic performance. Great stuff!

All too soon it was time to pack up and head for home. And as members gathered their debris and made for the road, a Seneca and Chipmunk became airborne – as Guy and Owen took off and flew straight into a heavy squall. Ah, well – it is summer, you know! 

Clerk's column

PAUL TACON
Learned Clerk

Review Questionnaire This edition of *Guild News* contains a copy of the questionnaire that the Review Team has distributed as part of the ongoing strategic review of the Guild and its activities. This is important, so please do take time to complete the questionnaire, either in hard copy or by e-mail, and return it to the Guild office. Your views are genuinely sought and will be considered.

Website One of the recommendations proposed as a result of the strategic review that is being actioned immediately, is an update of the Guild website. A new website is being designed and constructed that will, hopefully, be as useful and informative as possible, whilst also enabled to be used in a far more interactive and pro-active way than is the case with the current website. More news will follow in due course about when the new website will be going 'live'.

Regional Development There is significant interest in both Canada and South Africa in developing a national Guild base or Regional Committee in those countries. A great deal of work has been and is currently being conducted to bring these very welcome initiatives to fruition. In the case of the SA Regional Committee, an Alex Henshaw tribute is planned that will involve events in both UK and SA, timed to commemorate his record-breaking flight between the two countries. See the 'pull-out' and flyer in this edition. Plans for the development of the Canadian Regional Committee are also forging ahead and it is hoped the Guild will eventually be able to count these two countries amongst its regional network. The addition of Canada and South Africa to the existing Regional Committees in Hong Kong, Australia and New Zealand shows that globalisation is alive and well in the Guild. ✈️

HONG KONG REGION



The Hong Kong Region held its third "Ladies Charity Night" on 4 September and it proved as large a success as the previous events.

Thirty-five Guild members and their guests travelled by the Centre's bus from the more convenient Aviation Club at Kai Tak to enjoy an evening and superb dinner catered and served by the young mild grade mentally handicapped students of the Pinehill Integrated Vocational Training centre. The Centre is located at Tai Po in the northern part of Hong Kong.

This year there was a slight difference in that a small hotel has been built at the Centre and the evening started there with pre-dinner cocktails. For eight guests the evening also ended there when they returned, after the completion of the dinner, to take advantage of the accommodation and leave the drive home until the next day. All agreed it was a great facility!

Guests then moved to the dining room for a four-course dinner, complete with Loving Cup and toasts. The Chairman in his toast to the Guests praised the work of the centre and congratulated the students on the high standard of food and service. He promised to return next year!

Patrick Poon, the Centre Supervisor, made the reply to the toast. He thanked the Guild for once again choosing the Integrated Vocational Training Centre as the venue to hold its annual dinner. He added that the students and his colleagues were always excited to be given the precious opportunity to serve the Guild, which has now become a popular name within the centre. He said everyone takes pride in being a participant in the event. Mr Poon completed his reply by stating that he felt honoured to be invited and had enjoyed the whole evening thoroughly. He then proposed the toast to the Guild and ended the evening by wishing the Company all the best and success and looked forward to the same occasion again next year.

Great difficulty was then experienced in persuading guests to board the bus. But eventually the staff and students waved it off a little after 2300 hours. Those that remained carried a last glass to their hotel rooms. Another successful night came to an end. ✈️

Successful evening: students of the Pinehill Integrated Vocational Training Centre, Hong Kong at another Ladies' Charity Night. With them are (from left) Peter Robinson (Guild Immediate Past Chairman); Jack Smith, Guild Region Administrator; Nicole Li, Admin Centre Manager; John Li, Guild Chairman; and Patrick Poon, Pinehill Centre Supervisor.

Long road to natural navigation

FREEMAN TRISTAN GOOLEY

When I was 10 my mother, grateful for some peace and quiet no doubt, packed me off on a five-day Royal Yachting Association dinghy course in Bembridge on the Isle of Wight. I was hesitant at first, but soon found myself having a lot of fun. Near the end of the course my instructor said to my shipmate and me: 'Where would you like to go today?' With that innocuous-sounding expression he detonated a lifelong passion for navigation, although I didn't realise that was what it was called at the time.

Navigation as a discipline has a bit of a dry reputation amongst the uninitiated, but it was the opposite for me. I learned over years of walking up mountains, sailing over seas and flying as much as I could, that this navigation thing was really a wolf in sheep's clothing. I never saw navigators as paper and pencil people (that was an occupational hazard), they were adventurers and restless souls pushing back boundaries and




Back to nature - watch and learn

then marking down new ones on charts. You will not be surprised to hear that I've filled many an hour reading biographies of Cook, Shackleton, Johnson and co.

The journeys I undertook taught me many things, but chief among them was an interest in and appreciation of the world around me. This interest matured into a curiosity and that then became a fascination. For a long time now the two interests of navigation and nature have run in parallel, but a month ago I took the plunge and set up a school teaching and researching the rare art of natural navigation. I teach people how to find their way without a GPS (Global Positioning System) or compass, using the sun, moon, stars, weather, water, land, plants and animals. My courses are for those who enjoy the outdoors or getting places: walkers, sailors, pilots, adventurers, travellers and explorers. In a word – navigators.

Is this absolutely necessary in the world today? Perhaps not, but then the most interesting things in life are not always. Are music, art, sculpture and dance? It is a complementary skill and while the few who have taken an interest in the subject like to focus on the safety aspect, I also like to emphasise the enjoyment that comes from greater understanding and awareness. It is very satisfying to watch the heavenly objects behaving the way you expect them to and even the plants and animals oblige from time to time. The weather in this country rarely does, but at least we navigators can take some satisfaction from understanding why.

On 1st January 2008 Tristan Gooley became the first European to have both flown solo and sailed single-handedly across the Atlantic. He is the founder of The Natural Navigator School. See his website: www.naturalnavigator.com. 



Tristan Gooley

The Webster Trophy Awards Banquet

ASSISTANT POLLY VACHER

Blue, clear skies greeted me as I landed at Moncton in New Brunswick, Canada, on 21 August. I had flown over Moncton a couple of times on my trans-Atlantic and first world flights, but never landed. Before 1996 anyone wishing to ferry a light aircraft across the North Atlantic was obligated to land at Moncton first, where a rigorous check of their aircraft and equipment took place. This custom was abolished before my first crossing in 1997, but I had all the advisory notices from the Canadian authorities and as they made good safety sense I adhered to them anyway. It was strange flying over such familiar territory in a Bombardier CRJ instead of my little Piper Dakota, and I couldn't help a certain feeling of nostalgia.

I was to be the guest of honour and keynote speaker at the prestigious Webster Trophy Banquet, when the very best of General Aviation pilots compete for this greatest of all

Canadian aviation awards.

Dr J C Webster was a well-known surgeon whose pilot son John was sadly killed in an aviation accident. In 1932 he established the Webster Memorial Trophy Competition to perpetuate the memory of his son and to encourage excellence and precision amongst amateur pilots. He had a huge bronze trophy of the Greek God Icarus, representing youth and flight, and from then to the present day this is awarded annually. The trophy, rather like the tennis tournament trophy which remains at Wimbledon, lives in the Canada Aviation Museum in Ottawa and never graces the mantelpiece of the winner. It is the honour and prestige that makes this

flight test report may be used instead. There is a set of marking criteria to make the competition as objective as possible. The competitor from each of the nine regions with the highest marks on their flight test goes through to the finals.

The selection of an overall winner takes place at a different venue across Canada each year. This year it was Moncton and the Moncton Flight College hosted the candidates for a week. The whole event is sponsored by Air Canada who fly the finalists to the selection and pay for their accommodations along with the Awards Banquet as well. The Airline Pilots' Association paid for all the flying costs associated with the flight



Flying: Jason Gregg, Regional Winner for the Atlantic Provinces (Maritimes Region) during the air portion of the competition in a DA20. (Photo: Marcel Keays)



Training: Jason Gregg, Regional winner for the Atlantic Provinces (Maritimes Region) being trained at Moncton Flight College. (Photo: Marcel Keays)

the most sought after Canadian aviation award.

For the purposes of the competition, Canada is divided into nine regions. Any amateur pilot can apply but they must not have been remunerated in any way for their flying, so it really is strictly for amateurs. The initial stages comprise a significant application form which is then followed by taking a flight test one of two ways. The competitor can use the services of a Pilot Examiner authorized by Transport Canada and take a Webster flight test or, if the competitor has received either a Private or Commercial Pilot's Licence within the Webster fiscal year, a copy of the Transport Canada Licensing

testing portion of the competition.

During the week at the Moncton Flight College, an impressive building which can house up to 400 students in modern accommodation blocks, the finalists sit two more written exams (in French or English) which incorporate navigation, meteorology, principles of flight and air law. There are normally three judges who mark these papers. They are full written papers, no multi-choice. Two Transport Canada Civil Aviation Inspectors (similar to the UK's Civil Aviation Authority Examiners) conduct the flight tests, one navigation and the other general handling. One inspector does all the general handling and the other all the



Planning: the Webster finalists beginning a cross-country flight planning exercise as part of the ground portion of the competition. Kevin Dhaliwal representing the British Columbia Region in foreground seated beside Trevor LeMarquand (eventual runner-up) representing the Quebec Region. (Photo: Marcel Keays)

navigation to ensure as fair a result as possible.

I had the good fortune to spend some time with the nine candidates and enjoyed hearing about their flying experiences and their aspirations. Whilst being open to amateur pilots of all ages and backgrounds, the finalists were bright young men who were hoping to make a career in aviation. 'Where are the women?', I couldn't resist asking. I was assured that normally there are one or two women finalists.

By the Saturday all flight tests were complete and it was just a matter of the computer working out the candidate with the most marks. I was told that it is very close with as little as 0.1 difference between them on occasions, and having met them all, I can well believe that!

The whole week culminated in the Webster Trophy Banquet which commenced with a welcome reception. Everyone was in evening dress with most influential people in aviation in attendance as well as representatives from the major sponsor, Air Canada. Sennheiser, along with Jeppesen, Shell Canada, and Field Aviation sponsored my visit and raised a significant donation for Flying Scholarships for the Disabled. There is a serious movement afoot to start Flying Scholarships for the Disabled in Canada, so it was appropriate to have the opportunity to

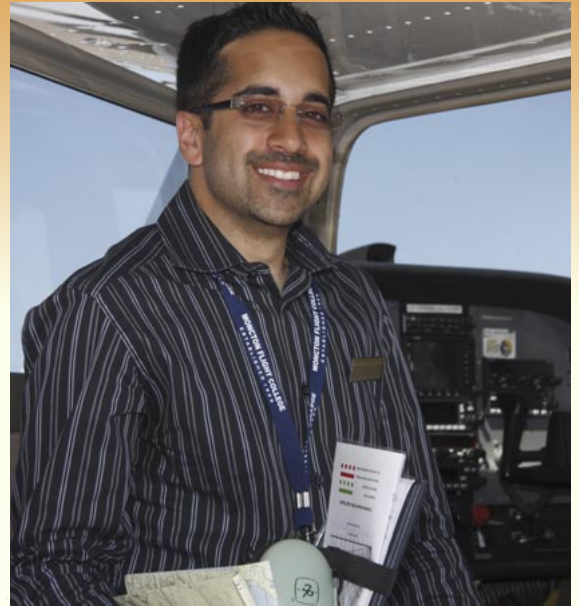
promote the work that this charity does for disabled people in the UK and now in Australia, Norway and the USA.

Between each course of the delicious meal, various people arose to thank sponsors, volunteers and supporters. The tension was mounting – how long would they be before they announced the winner? Whilst sipping coffee all the finalists were called to the front and given certificates and other tokens of their participation. More tension for everyone, but I guess that was part of the design. Eventually they announced the runner up, Trevor LeMarquand who was given the Eunice Carter Memorial Trophy "I am gathering a lot of business cards tonight" he laughed acknowledging that the networking opportunities at the Webster Banquet were invaluable. The late Eunice Carter administered the Webster Trophy Competition for over 15 years, and I was lucky enough to meet her husband Bruce who had been a judge for 22 years.

At last, with much aplomb, the Director of Flight Operations for Air Canada ripped the envelope open and announced the winner. It was Sandeep Nagpal.

"I was resigned to the fact that I was just going to enjoy myself and have a good time", said Sandeep. "I like flying but even on the ground there's still a spirit of friendship and camaraderie in aviation."

Amy Foy who administers the whole competition and Wayne Foy, her husband and judge, threw down the gauntlet. "We would love you to start something similar in the UK", they said, to which I retorted "I would love you to start Flying Scholarships for the Disabled in Canada". So who knows? Is there anyone in the Guild who would like to take up the challenge?



Winning: Sandeep Nagpal, 2008 winner of the Webster Memorial Trophy Competition, from Brampton Flight Centre and representing the Western Ontario Region. (Photo: Marcel Keays)

Amy and Wayne have offered to help and advise on how they run the competition.

For more details contact: Polly Vacher: pvacher@aol.com or 01235 817554. For details on Webster Trophy: www.webstertrophy.ca or Amy and Wayne Foy on awfoy@rogers.com For details about Flying Scholarships for the Disabled: www.toreachforthesky.org.uk

The full range of photographs of the Webster Trophy Competition is available for viewing on: <http://picasaweb.google.com/photomaxme/Webster>



Talking: Assistant Polly Vacher with Gerald Riddett, Program Manager and Chief Flight Instructor JAA Operations, after the completion of a local press conference. (Photo: Marcel Keays)

The Guild goes operational

AIR COMMODORE RICK PEACOCK-EDWARDS

The Master



(Photo: Alan Jackson)

On Thursday 24 July, a delegation of 30 of us made our much sought after annual visit to RAF Brize Norton.

This was another outstanding visit, the highlight of which was a flight in a VC10 Tanker aircraft from No 101 Squadron. However, on this occasion

mission in support of the UK Northern Quick Reaction Alert (QRA) Force, namely Tornados F3s operating out of RAF Leuchars in Scotland. A pair of Russian 'Bear' aircraft had been detected and the Tornados had been scrambled from Leuchars. There was great interest as the fully armed Tornados air-to-air refueled from the VC10 way north of Scotland, somewhere between the Shetlands

Tornados in the RAF but when I was based at RAF Leuchars, then flying F4 Phantoms, I intercepted over 30 Russian bombers in very similar circumstances during my three-year tour at the Station. I was therefore able to explain to others exactly what was going on and I was delighted to have the opportunity.

Aside from the excitement and involvement in an operational mission which in the event took up most of the visit, the day's programme included two presentations. There was an excellent one about the largest RAF base in the UK, and one that is in the midst of great change, and another most interesting one from No 101 Squadron. As in previous years, the visit had been superbly organized by Squadron Leader Cat Thompson. Her husband, Squadron Leader Dave Thompson, himself a VC10 skipper in command of "our" VC10 on the day, hosted the flying part of the visit and was most helpful in answering questions. One could say 'a real family affair' and I am pleased to say they have both accepted invitations to be our guests at this year's Trophies and Awards Banquet on 23 October. During the visit I was also able to present a cheque for Station Charities to the new Station Commander, Group Captain Jon Ager.

This was another wonderful visit. Thank you Brize Norton for making everyone so welcome and for giving us a day to remember. Assistant Mike Glover has already received an



(Photo: Alan Jackson)

there was a very interesting and unplanned surprise. The plan was for the VC10 to offload fuel over the North Sea to Typhoons, Harriers and French Mirages. In the event it was diverted from this task to an operational

and the Faroes. For all the GAPAN visitors on board this was a most fascinating experience and certainly a flight that will be long remembered. For me it was a trip down memory lane because not only did I fly

invitation for another visit in 2009 and now has a date in his Visits Calendar for next July.

Liveryman Alan Jackson, who was also on board the VC10, writes:

We were airborne at 11.15 and en route for the first air-to-air refuelling (AAR) exercise, at AAR area 5 over the North Sea to the east of Bamburgh. There we were due to tank four Eurofighter Typhoons from 29 Squadron out of Coningsby, delivering three tonnes of fuel to each: from there we were scheduled to fly south to AARA 8, east of the Wash, to tank a pair of French air force Mirage 2000s, and then four Harrier GR7s from 4 Squadron at Cottesmore. I expected to be busy with my camera!

We got our first inkling that the day would not go entirely to plan when the Typhoons scrubbed: they evidently had better games to play.

It was at this point that we were re-tasked. Two Russian Tu-95 'Bear' bomber/reconnaissance aircraft had been detected approaching the United Kingdom over the Norwegian Sea. A Tornado F3 had been launched by 111 Squadron from RAF Leuchars in Scotland to intercept, and would in due course need fuel – as would any further fighters that might need to be scrambled. And, praise be, we were closest! So the training sortie was consigned to 'might have been'.

We flew north towards the Faroe Islands, in the vicinity of which the interception was expected to take place. Soon the Scottish highlands were beneath us. Our scheduled two hour training sortie looked like turning into something a lot longer!

As we approached 62° north, the tempo on the flight deck rose. These aircraft fly with four flight deck crew:



the aircraft commander, co-pilot, flight engineer and navigator, and all were focused on the job in hand. The Russians were now around 60 miles ahead of us.

Our first customer was a second F3 that had been launched from Leuchars: he took four tonnes of fuel from us so as to be topped up to the brim, and then flew on to take over the shadowing role from the first aircraft, which by now had intercepted the Russians. The first aircraft then appeared out of the increasingly murky sky at our 20,000ft altitude, and took his share. Both F3s were fully armed with four AMRAAMs (advanced medium range air-to-air missiles) and four ASRAAMs (the short range equivalent): so if one day the bombers arrive with hostile intent, there will be an answer.

By this time the two Bears had been seen enough, and were heading for home, so there was no need for us to stick around: we headed south, along the west coast of Scotland, down past the Lake District and back to Brize where we landed at 4.45pm: a five and a half hour sortie, rather than the two hours that had been scheduled. ✈️



(Photo: Alan Jackson)

Long Serving Members

60 years membership
Captain Douglas Bryan

Coventry air accident One of the people killed in the mid-air collision at Coventry on 17 August was Sybille Gautrey, who as Sybille Paarmann won two Guild scholarships, one for a PPL and one for an instructor rating. Sybille was brought up in East Germany and later studied aeronautical engineering at the Technical University of Berlin. She came to

UK to do an MSc at Cranfield and started to fly at the College of Aeronautics, but could not afford to continue, thus the application for the Guild scholarship.

Golden wedding Past Master John Hutchinson and his wife Sue are celebrating their 50th wedding anniversary at a Service at St Michael's, Cornhill, on 31 October and invite Guild members to join them. The Holy Communion Service starts at 1.10pm and will last about 20-25 minutes.



Flying holiday: Adam Norris, the Sir Sefton Brancker PPL scholar, has been busy training for his licence during the summer holidays. So far he has completed 48-hours flying, having achieved his solo qualifying cross-country via Gamston and Sywell. Although he now had had to return to school he is confident of finishing his PPL in free periods and at weekends, despite the British weather. Adam is pictured at Herlow Flying School beside the Cessna 152 in which he was just about to take a lesson. (Photo: Arthur Thorning)

CANADA IN OUR SIGHTS

Guild visits Abbotsford International Air Show

The Master, Rick Peacock-Edwards, accompanied by Past Master John Hutchinson, visited Canada at the beginning of August and attended the Abbotsford International Air Show. The Master also took part in the VIP Opening Ceremony.

The Abbotsford International Air Show has been one of the main air show events in the North American calendar for more than 40 years and this year it took place over three days: 8-10 August. The Master attended for the opening ceremonies



Ex-pat: Peter Duffey (left) with the Master. A former Concorde pilot, Peter is a Liveryman of the Guild and now lives in British Columbia. It is likely he will be involved with the Guild in Canada and has offered to help as required.

and the first day of flying before he had to return to the UK in time for the Garden Party at Lasham. John Hutchinson, however, was able to attend for all three days and made some excellent contacts to help us move forwards with the formation a new Canadian Region of the Guild. Indeed, whilst the Abbotsford Air Show was the driver for the visit it also provided the opportunity for the Master and PM Hutchinson to hold a number of important meetings associated with the new Region and to meet key and influential people to help make it happen.

As the Master reports: "Our visit

to Canada at the beginning of August exceeded my expectations in every way as a catalyst for creating a new Region of the Guild. I flew into Vancouver, itself a quite beautiful city, and I certainly packed a lot into my short visit.

"Wherever we went we were very warmly received and the word had obviously got around because I was most pleasantly surprised at how many people knew who we were, and about our plans. I was also warmed by the enthusiasm of everyone for the idea of creating closer ties.

"All our meetings were highly productive and, collectively, we were able to develop plans for the way ahead, and it was so nice to meet face-to-face and to be able to put faces to names. Much work has still to be done, but we have made an excellent start. For general information at this stage, the basic plan is that the new Region will form from a Vancouver base and then build across the nation".

But back to the Abbotsford Air Show, Abbotsford is about a one-hour drive from Vancouver and close to the United States border. Like Vancouver, it is a part of some of the most beautiful scenery in the world in British Columbia. The air display itself was very high quality with some excellent performances.

Of note, both the US Thunderbird and Canadian Snowbird aerobatic teams were performing at the show, testament to the quality of the display. There was plenty to see of great interest, and some excellent flying displays.



This was a memorable visit and one that has helped create that bond that we are seeking for the future. You might also be interested to note that the Guild's Australian Region are now in good contact with Canada since there would appear to be a lot of synergy between the two Regions because of the size of the respective countries. ✈️

Making headway: the Master with John Burley (left), Donna Farquhar, and Patrick Reid (right) who he hopes will be active members of the new Canadian Region. Now a Guild member, John was instrumental in helping the Guild make contacts in Canada and is a member of the Steering Group planning the formation of the new Region. Donna works for Ron Price, CEO of the Abbotsford Air Show, and therefore deeply involved with the Abbotsford International Air Show. She is likely to have a key administrative role in the new Canadian Region and is also ready organising the initial meetings. Patrick is a member of the Guild under the Nominated Admissions scheme and comes from a diplomatic and business background. His father-in-law (now deceased) was Group Captain W N Cummings, Master of the Guild in 1949. Patrick is tentatively earmarked to be Chairman of the Canadian Region.



Archives at Cobham House

PAST MASTER PETER BUGGÉ

It became apparent when the Guild moved its offices from Gray's Inn Road that quite a lot of our history was in danger of being lost and Assistant Gerald Hackemer was collating what we had. At the same time I was in possession of material gifted or loaned to the Guild which was far too good to sit in a cupboard and between us, and with the help and support of many Guild members and staff, we had installed the display cabinets, shelving and cupboards in the top floor room at Cobham House. The two largest collections are of the Waller



On record: the display cabinet at Cobham House with Dick Bentley's medals, with a picture of him wearing them. In the background is the RE8 he flew over Cambrai when winning his Military Cross. In an adjacent cabinet is his logbook, a picture of the aircraft in which he flew to South Africa, a map of the route and a picture of him receiving the Britannia Trophy from the Duke of Edinburgh.

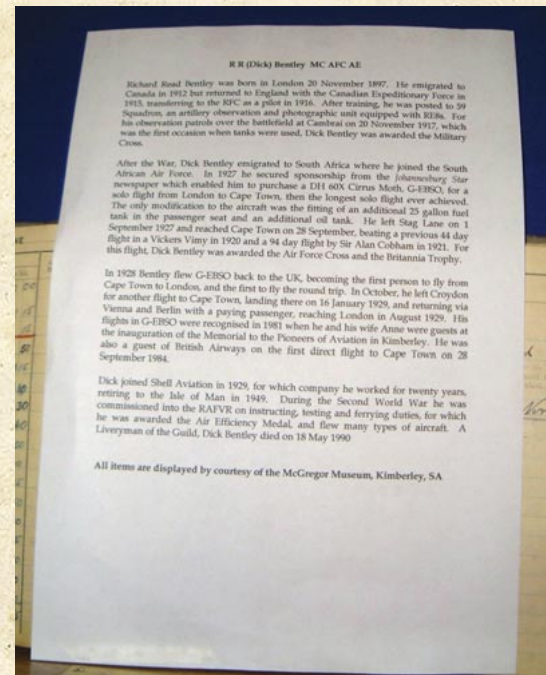
and the Bentley material, but a substantial amount of the Guild's history has also come to light.

Ken Waller was Chief Test Pilot for Miles aircraft at Woodley from 1946, but is perhaps better known as a contestant in the England-Australia MacRobertson Air Race, which started from Mildenhall on 20 October 1934, flying in one of the three DH 88 Comet aircraft, 'SR', with Cathcart-Jones. Prior to the race Waller

carried out a survey flight in a Leopard Moth, leaving England on 22 March 1934. In the race itself Cathcart-Jones and Waller finished third in the speed section. We have Waller's logbooks covering, among other things, both the survey flight and the race itself. The actual notes he made during the survey flight, jotted down during and immediately after each sector, are also displayed and make fascinating reading.

Dick Bentley was a Guild member who died in 1990 and when his widow died a few years later some of his memorabilia came on loan to the Guild. Born in 1897, he joined the Royal Flying Corps (RFC) as a pilot in 1916. For his observation patrols over the battlefield at Cambrai on 20 November 1917, which was the first battle in which tanks were used, Dick Bentley was awarded the Military Cross. After the war he emigrated to South Africa where he joined the nascent South African Air Force. In 1927, with sponsorship from the *Johannesburg Star* newspaper, he purchased a DH 60X Cirrus Moth for a solo flight from London to Cape Town, then the longest solo flight ever achieved. The only modification to the aircraft was the fitting of an additional 25 gallon fuel tank in the passenger seat and an additional oil tank. He left Stag Lane on 1 September 1927 and reached Cape Town on 28 September and for this flight Dick Bentley was awarded the Air Force Cross and the Britannia Trophy. In 1928 Bentley flew back to the UK, becoming the first person to fly from Cape Town to London, and the first to fly the round trip. During the Second World War he was commissioned into the RAFVR on instructing, testing and ferrying duties, for which he was awarded the Air Efficiency Medal, and flew many types of aircraft. We have Dick's medals, the logbook of his Capetown flights, the Britannia trophy and various other items which are displayed by courtesy of the McGregor Museum, Kimberley, SA.

Turning now to Guild material, there is a Minute Book of the Guild's Functions and Ceremonies Committee which, until October 1958, met at Londonderry House, subsequent meetings being at 14 South Street. To take one entry at random, the minutes of



Details of Dick Bentley's flying career.

11 June 1958 record *inter alia* complaints that the four speeches at the second Annual Banquet held at the Dorchester Hotel on 28 May had taken 1 hour 34 minutes! Although not all were present, the proposed guest list for this event had included Prince Bernhard of the Netherlands, Lord Mountbatten of Burma, the Secretary of State for Air, CAS (Sir Dermot Boyle), the Minister of Transport and Civil Aviation (Harold Watkinson), the President of the RAeS (Sir George Edwards), the President of the RAeC (Lord Brabazon of Tara), and the Chairman of BOAC (Sir Gerard d'Erlanger) and of BEA (Lord Douglas of Kirtleside).

There are four volumes of cuttings and photographs recently brought to the office covering the career of Captain A S Wilcockson, a founder member of the Guild and perhaps best known for commanding *Maia*, the flying boat that launched *Mercury*, the seaplane flown by Don Bennett which was used to develop transatlantic flights. Wilcockson was appointed OBE for this work and in one of the albums there is a letter of congratulation signed by C G Grey, the legendary editor of *The Aeroplane*. Captain Wilcockson was also the winner of the Johnston Memorial Trophy for 'the best feat of navigation for the year 1936-7' which was presented at a reception at Londonderry House.

Archives at Cobham House cont'd

PAST MASTER PETER BUGGÉ

One of my favourite items is a Register of members which dates from the very formation of the Guild. Entries are handwritten, mostly in a fine copperplate script, and sometimes with a succinct addendum across the entry such as that for Sir Sefton Brancker – ‘deceased R101 disaster 5 October 1930’, or for Charles Ulm, noted as joint MD with Charles Kingsford-Smith (who was also a Guild member) of Australian National Airways and half owner and co-commander of the Southern Cross, ‘Deceased December 1934 – reported missing’. The flight in question was that of an Airspeed Envoy named *Stella Australis* which left Oakland, California, for Hawaii on 3 December 1934; no trace of it was ever found. The preparation of the aircraft and the conduct of the flight is discussed in Nevil Shute’s autobiography *Slide Rule*.


Croydon’. Lawson is in fact named on the print that hangs in Cobham House as the pilot of the DH4A of Air Transport & Travel that was used for the first scheduled daily flight from Hounslow Heath to Paris on 25 August 1919.

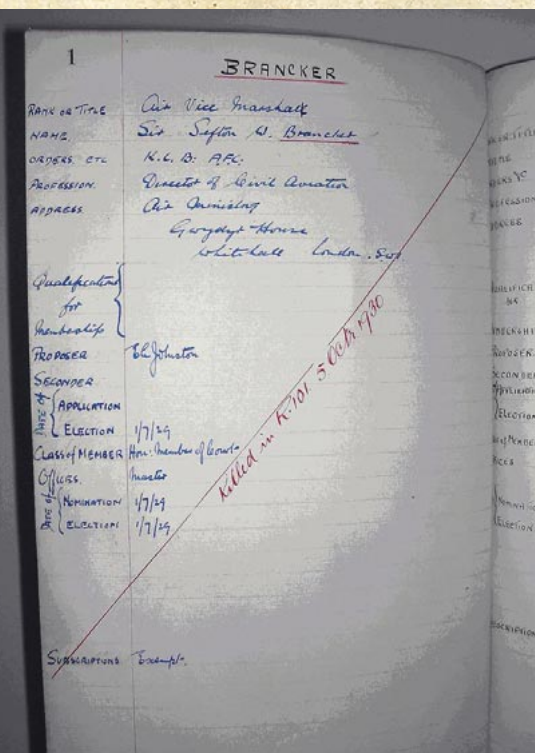
Perhaps my favourite entry of all in the Register is that of Alexander Duckham, described as a Petroleum Technologist – I’m sure we older members remember Duckham’s Oil, later

much correspondence about the venue for a Dinner to be held in October 1929, following the refusal by the police to grant Rules restaurant a liquor licence for Sunday 6 October. An offer from the Hotel Cecil concludes: "Trusting to be favoured with your esteemed patronage and awaiting your further instructions, which shall have our best attention". The first General Meeting of the Guild was indeed held at the Hotel Cecil on 19 October and followed by a Dinner.

In July there was correspondence about the refusal of the Board of Trade to grant a licence to the Guild under the Companies Act 1908 and on 5 July Laurie Wingfield wrote to E L Johnston asking "Do you think we can bring further pressure to bear upon them or shall we accept the situation?" As a result of this discussion Laurie Wingfield wrote to Sir Sefton Brancker on 8 July saying "I think perhaps a word from you to the Board of Trade might make all the difference". Apparently the Board of Trade remained unmoved for on 19 July Laurie Wingfield again wrote to Sir Sefton Brancker conceding defeat!

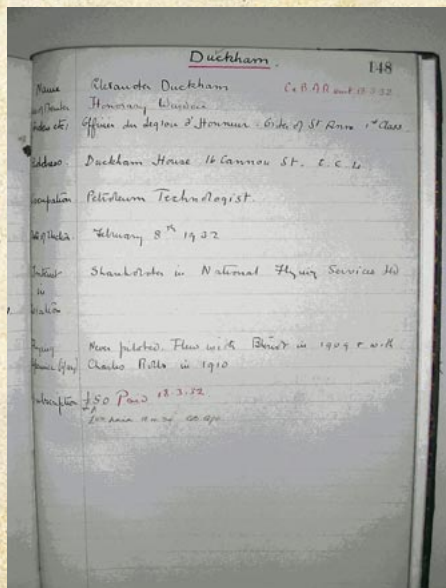
Let me close with a personal reference to more modern times. Through the Panel of Examiners the Guild was responsible until, I think, the mid-1960s for the standards for flying instructors. On the shelves there is an Issue Book recording the authorisation of flying instructors and to my delight the seventh entry on the first page reads: "F H Buggé, £2.2.0 paid, test date 19/10/56, time 40 minutes. And the comment: "Very experienced". This was my Uncle who first started me flying when I was doing A levels at Brooklands Technical College, Weybridge, in the late '50s. He had flown with the RFC and RAF, was in Iraq - or Mesopotamia as he always called it - in the 1920s, and was later running his own air photography business in Argentina. After the War, during which he again served with the RAF, he instructed at weekends at Elstree, Denham and Panshanger.

There is much more, of course; do make the time to visit Cobham House and look through the archives which give such a wonderful insight into the founders of our Guild. 



The entry in the Register of Members for Sir Sefton Brancker, the first Master of the Guild

Other entries include Sir Arthur Whitten Brown, whose 'Qualification for membership' reads 'Air Navigator (retired) companion of Sir John Alcock on the first successful Atlantic crossing June 10 1919'. A name perhaps less well known is that of E H Lawson, whose entry reads 'B pilot 150 12/6/19' and whose address is given as 'Aerodrome Office, Control Tower, Airport of London,



The entry in the Register of Members for Alexander Duckham

part of Castrol - whose qualification for membership reads: "Never piloted. Flew with Bleriot in 1909 and with Charles Rolls in 1910".

The most recent items to come to light are seven bundles of original correspondence relating to the founding of the Guild. The covers are in a poor state but the condition of the letters themselves is not too bad. Many are between Laurie Wingfield, the first Clerk, Sir Sefton Brancker and Squadron Leader E L Johnston – the navigator of R101 whose address is given as Royal Airship Works, Cardington - and they all tell of a different world to the one our children and grandchildren now know. Sir Sefton Brancker received a letter dated 4 July 1929: "Mr Hugh Lewis' compliments to Sir Sefton Brancker, Director of Civil Aviation. Mr Lewis would be greatly obliged if he would kindly ask the Secretary of the new Guild of Air Pilots and Air Navigators to send Mr Lewis particulars of the organisation". There is

Visit to Central Flying School, RAF Cranwell

PAST MASTER ARTHUR THORNING

A party of 23 Guild members, led by the Master, visited the RAF Central Flying School (CFS) - one of our associated military units - on 17 July, at the invitation of Group Captain Nick Seward, Commandant CFS. The visit was efficiently organised by Squadron Leader Nick Goodwyn, who is a staff member at CFS and sits on the Guild's Education and Training Committee. The day was chosen to coincide with the annual gathering of the CFS Association when an air display was scheduled for the afternoon - an appealing bonus.


The visit started with a welcome and presentation on the CFS by Gp Capt Seward. The Central Flying School has been a vital component of British military flying training since the first course was held in 1912, at Upavon, Wiltshire, and continues currently at RAF Cranwell. The CFS is responsible for training RAF instructors and maintaining standards of instruction and regards its links with the Guild as very valuable. The development of the forthcoming UK Military Flying Training System (MFTS) is a major interest for CFS at this time. It takes about four years for a pilot to progress through the training system to be combat ready, but over 90% get all the way through, in no small part due to the efforts of CFS. The Royal Air Force Aerobatic Team, the Red Arrows, come within the CFS organisation - happily they were scheduled to take part in the afternoon flying display.

The party then learned from Sqdn Leader Adrian Rycroft about human factors training in the RAF.

The emphasis is on training in human factors and cognitive skills to improve mission success through individual and team performance. Lessons have been learned from sports psychologists on motivation and attitude. A five-day human factors course is included in the syllabus for all pilot trainees and flying instructors also attend another five-day course, 'Human Performance for Instructors'.

After lunch in the York House Officers' Mess we moved on to the Officer and Aircrew Selection Centre. Sqn Ldr Mike Carr briefed us on a comprehensive range of tests which are under constant development. The OASC has many external customers, civil and foreign military, including, of course, the Guild with its assessment programme for aspiring civil pilots. We then moved on to a fascinating tour of the imposing RAF College building, guided by the very knowledgeable Dave Bell - a particularly interesting experience for the many in the group who had not been there before.

The bus, fuelled by optimism, then took us to the flight line for the flying display. It had been an unremittingly wet day so far. Peering out from under umbrellas and two small marquees we watched some determined displays by a Tutor, a Firefly and a KingAir flying from the Cranwell/Barkston Heath training fleet. Fortunately the rain eased a bit and we had the delight of a combined display by a Spitfire and its latest successor, the Typhoon. We must all have been muttering the words of William Blake's Jerusalem under our breath 'O clouds unfold', for lo, they did - and right on cue the Red Arrows roared low over the airfield and then gave us the privilege of watching their full programme.

Altogether a most interesting and satisfying day - our thanks to everyone at Cranwell. 

Guild visits


ASSISTANT MICHAEL GLOVER

Having run the Guild Visits and Garden Party programme for more than 10 years it now seems time for me to "retire" or, at least, step back a bit and let someone else have a go - new ideas and, perhaps, a change of style should not come amiss.



So, for the next Guild year, March 2009 to March 2010, while I shall continue to have overall responsibility for the programme, you will begin to see different names and addresses on the bottoms of some of the Initial Advice Sheets asking for your responses. This process of spreading the load has actually started, in a small way, this year with Arthur Thorning running three of our visits this past summer. His assistance has been most welcome and, I hope, his name will continue to appear on some of our one-day visits in the future.

I have much enjoyed developing the Guild Programme of Visits over the last several years and am especially grateful for the letters, emails and phone calls of appreciation I have received from many of you. During the last Guild year 554 of you joined one or more of our "outings" and, in each case, your "feed back" afterwards was most generous.

It has been a privilege doing the job and I am particularly grateful to the Court and a succession of Masters for their support and to all of you who have helped me in so many ways over the years. 

Technical briefing

C L HODGKINSON *Technical director*

China: pilots fined for quitting In the UK some pilots object to 'bonding' for a few years to repay training costs. In China if you quit your job as an airline pilot, you could end up owing your former employer more than \$102,000. China's carriers are struggling to hold onto their crews as demand for air travel creates opportunities for pilots worldwide. Now, Air China, China Eastern Airlines and China Southern Airlines, China's largest carriers, have taken to enforcing lifetime crew contracts. A Chinese government regulation issued in May 2006, designed to prevent bidding wars for experienced pilots, penalizes those pilots who seek opportunity abroad by allowing airlines to demand compensation for lost staff. "Everyone should follow the rules," Chen Feng, chairman of Grand China Air, told Bloomberg news. "The situation has drawn attention from the International Federation of Air Line Pilots' Associations, which views the practice as unrelated to reality and almost like slavery. Pilots in China have begun their own work condition protests when in March and April crews turned around 21 flights mid-route. Others

have staged hunger strikes.

CAA changes to medical rules Following changes to the Air Navigation Order, the Civil Aviation Authority has expanded an exemption to allow the holder of a UK issued pilot's licence to continue flying microlights, self-launching motor gliders (SLMG) and simple single engine aircraft (SSEA) if they hold a medical declaration from their general practitioner (GP). The previous requirement called for a full Joint Aviation Authorities medical from a specialist aviation medical examiner.

ELTs and PLBs in FRANCE While the CAA has continued the exemption for the International Civil Aviation Organisation (ICAO) requirement to carry either an Emergency Locator Transmitter (ELT) or Personal Locator Transmitter (PLB) until early 2009, it would appear that our French friends (DGAC) may well require carriage from 1 January.

LAA/PFA/BMAA The Popular Flying Association, recently re-branded as the Light Aircraft Association (LAA), is now in merger negotiations with the British Microlight Association (BMAA).

Government consultation (via OFCOM) to charge for Spectrum usage Do you want to be charged for using the 'radio waves'? A consultation document is at <http://www.ofcom.org.uk/consult/condocs/aip/> Responses must

be submitted by the end of October.

Safety first – track every move The Find Me Spot Satellite Personal Tracker from www.findmespot.com provides a constant track readout of your flight or walk, for instance, for a very modest cost to give you or your family peace of mind. It works in conjunction with Google maps and has the added benefit of an emergency button. Unit Cost is \$170 and annual subscription \$100.

Avoid runway incursions? Plenty of pilots are familiar with technology that tells us to "turn right" or "turn left" from their car sat navs. Now Alaska Airlines will be the first airline to provide similar technology for all of its aircraft, to guide pilots around airport runways. Their technology, fresh from Honeywell, will cost \$20,000 per aircraft. The airline started working with Honeywell three years ago to test the Runway Awareness and Advisory System (RAAS), which provides pilots with audible alerts when they approach and enter taxiways and runways. RAAS confirms runway identifications to help ensure pilots are on the correct runway with enough distance to complete takeoff, and provides an audible warning if a pilot inadvertently accelerates for takeoff while on a taxiway. Alaska Airlines began installing RAAS on its Boeing 737s in July, and the fleet will be fully equipped with the oral alert software by the end of this month.

Gazette

APPROVED BY THE COURT 11 SEPTEMBER 2008

ADMISSIONS

As Upper Freeman

Dr David BAREFORD
Colonel Frederick George BIGELOW (OS)
Lieutenant General Rod BISHOP (OS)
Captain Peter Christopher BOUGHEN (AUS)
Group Captain Nigel BREWERTON
Wing Commander Peter James BROOK
Wing Commander Geoffrey Prior COLLINS
Captain Christopher Martin DOSWELL
Major General Jack B EGGINGTON (OS)
Clive Graham ELESMORE
Lieutenant Commander Terry Bruce GADENNE (AUS)
Robert GIBSON
Captain David William HOLZIGAL (HK)
Captain Graham Stephen JONES
Alan James LONGSTAFFE
Captain Brian James MARTIN (OS)
Colonel Doug NEILL (OS)
Captain Alan Michael PAGE
Derek Joseph PARRY
Captain John Howard SALEM
Captain Heath Jordan SCANLON (AUS)
David Roy SOUTHWOOD
Air Commodore Mark SWAN
Piotry Franciszek Stefan ZIMMERMANN

As Freeman

Robert Andrew BRYAN
Thomas BLAIR (OS)
Stuart BURDESS
John BURLEY (OS)
Peter Joseph GREENYER
Rod LYNCH
Brett McDONALD (AUS)
Ian James METHUEN
Ron PRICE (OS)
Peter READ
Patrick REID (OS)
Sir Stuart ROSE
Christopher Michael SQUIRE

As Associate

William Robert ALMOND
Jonathan LAM-KEE

REGRADE

To Livery
John Graham EACOTT
David Gordon JOHNSON
Peter Geoffrey THORNE
Richard MODEL
Philip Anthony SHAW

REINSTATEMENT

Sean COORAY (AUS)

DECEASED

Dr Geoffrey BENNETT
Alan Elesmere BRAMSON
Janet Elizabeth DOUGLAS
Past Master Clifford Thomas FARNELLE

RESIGNATIONS

Yin-Yin CHAN (HK)
John Richard CRUTCHFIELD (OS)
Gordon Barker HABGOOD (NZ)
David John HASTINGS
Richard Alan HOWELL (HK)
Stephen Richard LAST
Ian James SIMMONS
Timothy THANE (HK)
Ceri William TWISTON DAVIES

FORFEIT ALL BENEFITS

Kevin Christopher O'GORMAN

ERRATA from Gazette of July 2008
Cary Zjan Thoresen (AUS) was shown incorrectly.

Regions

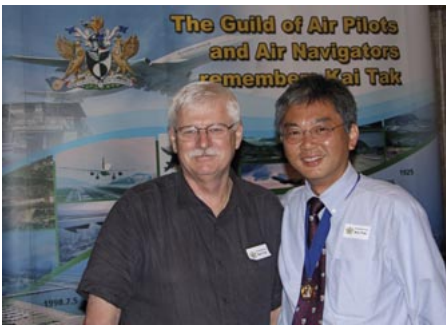


Hong Kong – Remembering Kai Tak

LIVERYMAN COLIN COX

Ten years ago witnessed the closure of an era in aviation history when Hong Kong's Kai Tak Airport was decommissioned in favour of the new airport at Chek Lap Kok.

HK Regional Chairman, John Li, had the idea of celebrating the 10th anniversary of this event with a function on 19th July at the Hong Kong Aviation Club with the theme of Remembering Kai Tak. Appropriately enough, the HK Aviation Club has managed, against all odds, to retain a presence on the site of the old Kai Tak and supports a thriving helicopter community.



Guest speaker: Phil Parker of Hong Kong Air Traffic Control with John Li, Chairman of the Hong Kong Region.

John invited various dignitaries, including the Director General of the HK Civil Aviation Department, Mr Norman Lo, to join Guild members at a Summer Social BBQ. Representing the HK Aviation Club was its



My pleasure: Captain John Li, Chairman of the Hong Kong Region, presents Captain Robert Rowntree with a framed certificate marking the granting of his Freedom of the City of London. Captain Rowntree flew helicopters with the Royal Marines and the Army Air Corps and Boeing 737's for British Midland before moving to Hong Kong. He now flies A320s for Dragonair.



Favourite tippie: Jack Smith (seated left) contemplates his well-deserved pint with the Stanley family, May, James and Richard, and opposite tucking-in, his wife Helen.

President, Mr Danny Patterson with Phil Parker of HK Air Traffic Control being coerced into being guest speaker for the evening. Actually coerced probably isn't the right word, since Phil launched into a passionate presentation of the history of Kai Tak which he seemed to thoroughly enjoy giving, and the audience thoroughly enjoyed listening to. Accompanied by a memory-jerking slide show of visiting aircraft to Kai Tak, from flying boats to Concorde, it certainly made for a memorable evening.

Jack and Helen Smith were there. The Hong Kong Regional Administrator could not be seen without the inevitable pint of his favourite tippie in front of him - a little matter of medical interventionism isn't going to put him off his creature comforts! Past Chairman Richard Stanley and his lovely wife May brought along a prospective Guild member in the form of their son James. At the time of writing James has just completed his first solo in a glider.

In addition, a hard core of revellers were observed enjoying the music provided by a live Filipino band which developed into a Karaoke evening when the band's lead singer had a little trouble with the words of certain well-known old standards.

So there we are – ten years on. Where we'll be ten years from now is anybody's guess but, for sure, the HK Region will be thriving, as it has done continuously in the twenty-six years since its inception. At the last count, with the order of about 170

Australia

LIVERYMAN SUE BALL
Chairman, Education
and Training Committee

Members of the South Australian Working Group have been working for several months with Air Services Australia (provider of Air Traffic Control Services) to address air traffic safety concerns around the Adelaide basin.

The "Adelaide basin" includes air space adjacent to three airports, Adelaide International, RAAF Edinburgh and the GAAP at Parafield. There have been particular concerns related to training and General Aviation (GA) aircraft accessing the controlled airspace around Adelaide international airport. As a result of this work, Air Services Australia (ASA) has now established General Aviation Air Safety Forums in two states, South Australia and Victoria, for the Adelaide basin and for the Melbourne area respectively. It is intended that these GA Safety Forums will be established in all states to promote discussion and resolution of safety issues in the relevant air space between the service provider (ASA) and the air space users. ✈️

members in the HK Region and still increasing, who knows, let alone Kai Tak, some of our younger members may well be remembering Chek Lap Kok in years to come! ✈️



Yours truly: Past Region Chairman Colin Cox (left) with Liveryman Nigel Tufts and guest Wolfgang Bern.

UK 100TH ANNIVERSARY OF FLIGHT

Samuel Cody philatelic covers

LIVERYMAN PETER ADAMS, LORD OF ABBOTS-HAY

To commemorate the centenary of the UK's first flight – a very significant event in the aviation calendar – I am creating a philatelic cover together with some prints depicting the flight by Col. Samuel Franklin Cody that took place on 16th October 1908 at Farnborough.

I intend to fly the covers and pictures on the 16th October from Biggin Hill to Farnborough. There I will do a 'touch-and-go', hopefully recreating the exact distance of his flight. Then I will fly over to Blackbushe to meet the great grandsons of Col. Cody, Samuel Franklin John Cody and Peter Cody. The Cody brothers will sign the philatelic covers and prints before I fly back to Biggin Hill.

On the following day I will drive down to West Sussex to the house of Dame Vera Lynn who will also be signing some of the covers and all the prints.

The prints will be sold to raise money for Service charities which include the Royal Air Force Benevolent Fund, RAFA, Army Air Corps and Royal Navy charities.

As to the philatelic covers they will form part of our new series titled "Those Magnificent Men in Their Flying Machines". This will include the father of aviation Sir George Caley, Wilber and Orville Wright, A V Roe, Louis Bleriot, Maurice Farman, Santos Dumont, Charles Lindbergh, and so on. The covers will be sold as part of this series.

I have a small team of pilots who help me fly these philatelic covers and prints. During the last 40 years I have flown close on 200 philatelic covers and prints. This has covered both the First and Second World Wars, the history of flight and many RAF squadrons.



Signing: Liveryman Peter Adams with Dame Vera Lynn at a book signing.

We are currently doing one for RAF Aldergrove which the Master, Air Commodore Rick Peacock-Edwards, has kindly agreed to sign. In total, our small group has raised close on £4 million for (largely) Service charities during this period. I am always indebted to the Guild and many Past Masters who have shown their support by signing the covers whenever I ask. In fact we have one Past Master who has amassed quite a collection of the covers I have flown.

If any Guild members wish to obtain one of these prints or covers commemorating the UK's 100th anniversary of flight, I will be happy to hear from them.

An American with courage

Samuel Cody's Army Aeroplane No. 1, which he designed and flew, was the first aircraft to fly in the UK. On 16th October 1908 Cody flew it for almost 1,400 ft in 27 seconds to an altitude of 30-40 ft towards Cove Common, Farnborough.

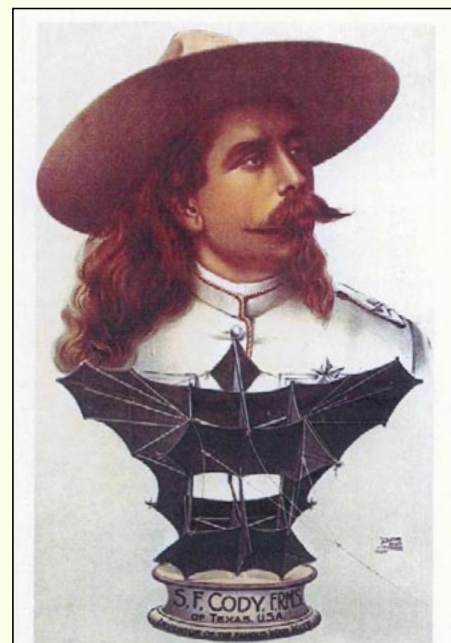
A former Texan cowboy, Cody had been experimenting with man-lifting kites for years and in 1901, aware of the British Army's use of observation balloons during the Boer War, offered his services to the War Office (the Navy declined).

Arriving at Aldershot in 1904, Cody was given a salary of £1,000 a year (plus expenses), and he set about testing his kites, balloons and aeroplanes. In 1907 his war airship *Nulli Secundus* was deemed a success after completing two circuits of Farnborough Common at a height of 800 ft. Towards the end of 1907, Cody was planning his first aeroplane, which resulted in the building of British Army Aeroplane No. 1 and the UK's first flight. The aircraft had 40 ft wings, bicycle wheels on the wing tips and a revolutionary buffer wheel.

In 1909 Cody carried his first passenger and one morning in September flew for 63 minutes and a distance of 40 miles. The same year, he flew at the UK's first air show, emerging unhurt when the plane crashed after completing a circuit. In 1910 he set a British distance record of 189.2 miles in the Michelin Cup and in 1911 he won

more prizes for completing 255 miles in a single flight and completing a 125-mile cross-country circuit in just over three hours. In 1912, Cody entered the Military Flying Trials at Salisbury Plain, winning both top prizes. For this, the Royal Aero Club awarded Cody the Gold Medal, its highest honour.

Always a flamboyant showman, Cody had brushed with death on many occasions. His luck finally ran out on 7th



A 1903 poster reminiscent of his Wild West days features Samuel Cody—not related to Buffalo Bill Cody—and one of the giant kites he flew before building England's first successful airplane.

Intrepid aviator: Samuel Cody, early pioneer of manned flight, depicted with one of the giant kites he invented for the Royal Navy. It was used prior to Cody inventing his first powered aircraft Army Aeroplane No. 1, known as The Flying Cathedral.

August 1913 at Cove Common – ironically the scene of his greatest triumph – when the wings of his aircraft crumpled over Ball Hill. Cody and his passenger were killed instantly. More than 100,000 people lined the route of his funeral procession and he was buried with the highest military honours at Aldershot Military Cemetery.

An aluminium replica of the beech tree to which Cody tethered his planes while testing engine thrust on Laffan's Plan can be found outside QinetiQ's Cody Building at Farnborough. 