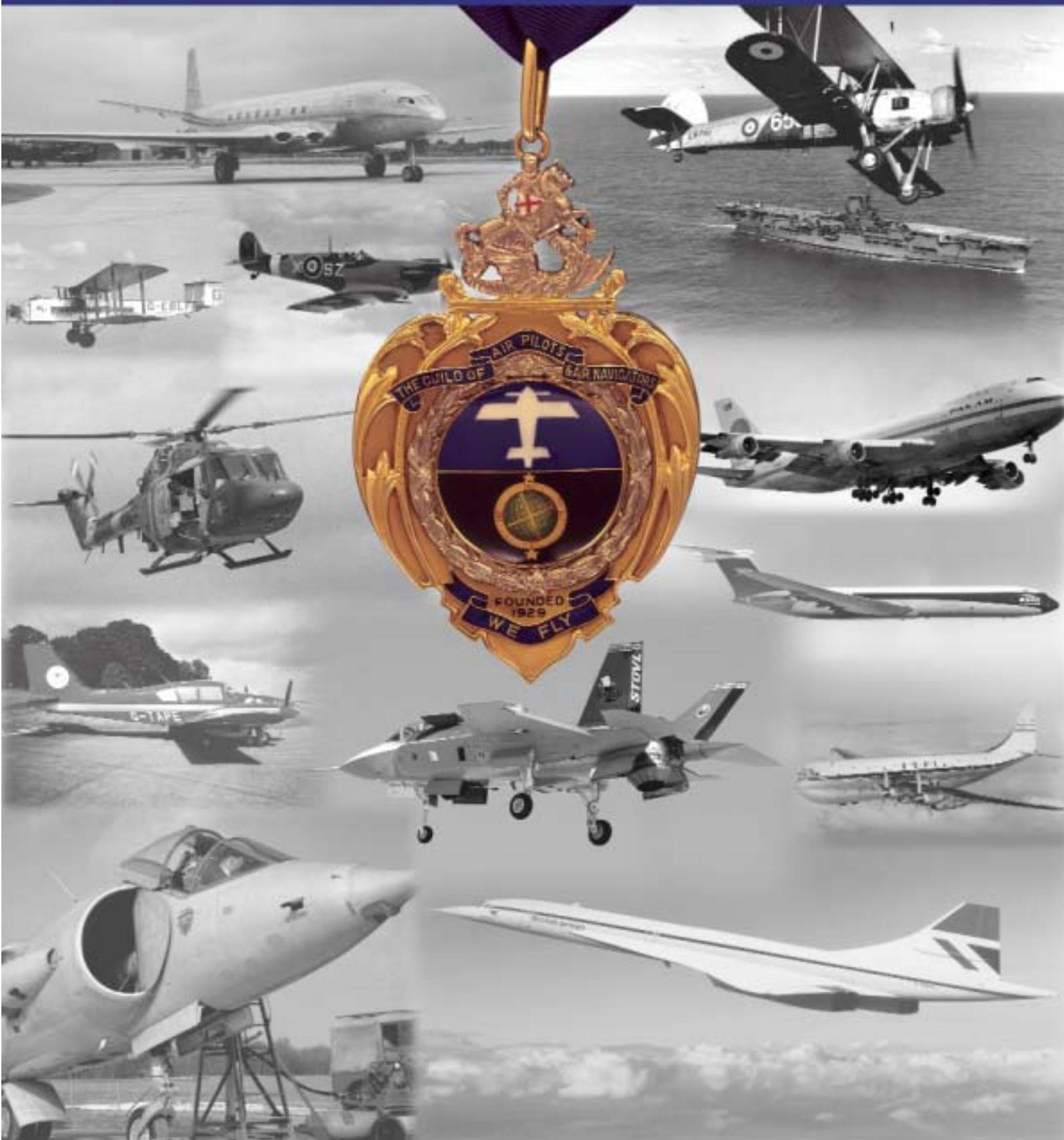




The Guild of Air Pilots and Air Navigators of London
1929-2004





THE GUILD OF AIR PILOTS AND AIR NAVIGATORS

PATRON:

His Royal Highness
The Prince Philip
Duke of Edinburgh KG KT

GRAND MASTER:

His Royal Highness
The Prince Andrew
Duke of York KCVO ADC

MASTER:

Captain R Felix
LVO FRAeS

CLERK:

Paul J Tacon BA ACIS

*The Guild, founded in 1929, is a Livery
Company of the City of London.
(Letters Patent 1956)*

PUBLISHED BY:

The Guild of Air Pilots and Air
Navigators, Cobham House, 9 Warwick
Court, Gray's Inn, London WC1R 5DJ.

TELEPHONE: 020 7404 4032

FAX No: 020 7404 4035

EMAIL: gapan@gapan.org

WEBSITE: www.gapan.org

EDITOR:

Linda Jones

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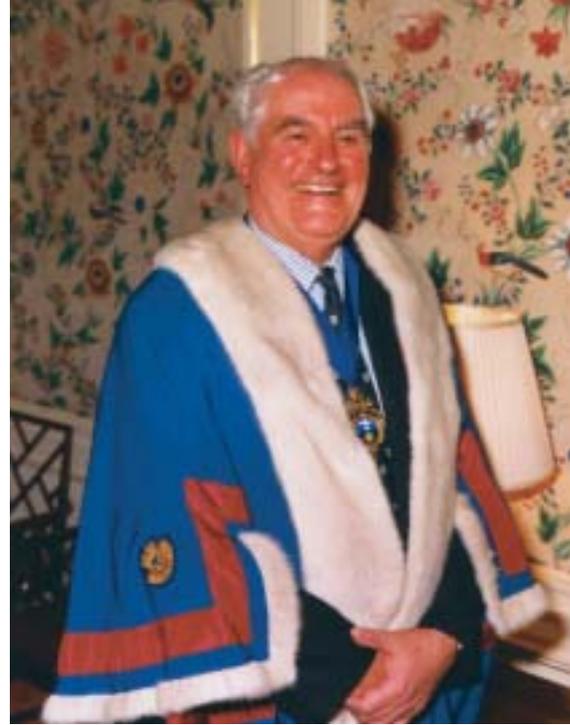
Cover: The Master's badge surmounts a montage of aircraft - military, civil and private - representing the Guild's 75 years. The gold badge, which carries the Guild's Coat of Arms, was presented in 1936 to the then Master, Captain The Rt Hon Frederick E Guest, by the first Grand Master, HRH The Duke of Kent. The top half of the badge's blue shield indicates day and sky, the bottom half, in black, night. The silver aircraft represents the pilot's profession and the gold compass rose that encircles the globe, the navigator's tool. The lower half of the globe, in green, denotes the world with the lines of latitude and longitude in black and the Equator and Greenwich Meridian in gold. The globe is tilted to the correct angle for 1929 - the year in which the Guild was founded - according to the magnetic variation of that year. The gold star above the globe represents the Pole Star and the gold star below, the main star in the Southern Cross. The inscription on the reverse of the badge reads: 'The Gift of W. Austin Balls OBE, presented by HRH The Duke of Kent, KG KT GCMG GCVO, October 12th 1936. The badge originally belonged to the 'Guild of Citizens', which carried out work in the First World War but ceased activities thereafter. The generous Mr Balls donated the badge in 1936 and paid for alterations to make it our Master's Badge. Austin Balls was a committee member of the Guild's newly formed Benevolent Fund.

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Foreword

To celebrate the 75th Anniversary of the Guild of Air Pilots and Air Navigators of London, Linda Jones has undertaken the daunting task of writing the short history of our Guild which follows. From the early days when the search for respectability for the profession of aviator was so earnestly sought, she takes us through the trials and tribulations of aviation in the 1930s and the contribution that the Guild made to the regulation of flying in those days.



The great names of pre-war aviation receive their just mention, including that of Sir Alan Cobham who over the years did so much to help our fledgling Guild become established. With the award of the Livery in 1956, the Guild could be said to have come of age. Our legitimacy as a City livery company was now established and Royal Patronage has been a priceless gift since 1938. Our overseas regions in Australia, Hong Kong and New Zealand - unique amongst City livery companies - continue to this day to bring an international element to our work. The current breadth of membership, now some 1,750 strong and drawn from both the military and civil communities, answers those who would argue the irrelevance of the Livery Companies of the City of London.

What follows is a very readable account of events over the past 75 years - I commend it to you wherever your aviation interests may lie: past, present or future.

A handwritten signature in black ink that reads "Rick Felix".

Richard Felix
Master

October 2004



The Court of the Guild of Air Pilots and Air Navigators 2004-2005

| | |
|------------------------------|---|
| Grand Master | HRH The Prince Andrew Duke of York KCVO ADC |
| Master | Captain Richard Felix LVO FRAeS |
| Immediate Past Master | M J Willett BA (Hons) MBA FRAeS |
| Master Elect | Captain P L Buggé FRAeS |
| Wardens | Captain W D Lowe BSc PhD FRAeS Group Captain R W Gault FRAeS Air Commodore R S Peacock-Edwards CBE AFC FRAeS FCIM |
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Officers of the Guild 2004-2005

| | |
|----------------------------------|--|
| Learned Clerk | Paul J Tacon BA ACIS |
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History of the Guild

The Early Years (1903-1928)

The Guild of Air Pilots and Air Navigators was founded in 1929, twenty-six years after the Wright Brothers' first flight in their heavier-than-air machine. From 1903, aviation blossomed with attempts to fly higher, further and faster. During the First World War (1914-18) aircraft became a military resource for the first time and used for reconnaissance and combat missions. Military involvement changed irrevocably the perception of aviation, altering the course of its development. Up until this time pilots had been mainly pioneers, adventurers and entrepreneurs.

After the war, civil flying began to flourish apace. For example, the world's first regular, international, scheduled passenger air service began in 1919 when a de Havilland 4A converted bomber left Hounslow Heath for Le Bourget airport, Paris. And the Atlantic was conquered with the first non-stop flight across the ocean by John Alcock and Arthur Whitten Brown and the first two-way crossing by an airship in the British R.34.

Enter the roaring 20s, when flying became all the rage. This was aviation's golden era for newsworthy record-breaking feats, publicity stunts, glamorous female pilots, long-distance route proving and the winning of trophies that boosted national pride. Airships were also making big news and this was the start of the heyday of the flying boats.

By 1928, flying had become a serious professional occupation. In spite of this, the rules and regulations surrounding the control of flight were worryingly uncoordinated. There was a growing sense of unease at the lack of proper standards and the legal status of pilots.

Founding of the Guild (1929-1939)

Concern over this laid-back approach to standards elicited a response from some of the most eminent aviators of their day. They felt that they had a role to play, as demonstrated by City of London Livery Companies, in the setting up and maintenance of standards. The formation of a Guild would help to establish the rules of the profession, particularly at a time when operating regulations and agreements were being decided.



Sir Sefton Brancker (Master) hosts a Guild dinner at Rules in 1930. Standing (from left) is C R McMullin, O P Jones, 'Scruffy' Robinson, and A G Lamplugh. By the window is Squadron Leader Ernest Johnston (Deputy Master). Seated, going clockwise: Tommy Rose, unknown, Ted Jones (?), Bill Lawford, Charles Barnard, Charles Kingsford-Smith, the Master, A S Wilcockson, J P 'Paddy' Saul, L A Wingfield (Clerk), Berk Hinkler (?), G P Olley and L A Walters. Standing right (starting at the back): Wally Hope, a Charles Kingsford-Smith crew member, C A Pike, Squadron Leader R de Haga Haig and G M Cox.

A letter written in March 1928 by solicitor Lawrence Wingfield to Colonel, The Master of Sempill, President of The Royal Aeronautical Society, set out the intent. "For some weeks past I have been seriously considering the formation of a new City Company having special relationship to Aeronautics. My idea is that the formation of such a Company, which I would suggest might be called "The Company of Airmen", would provide opportunities for good fellowship and meetings between gentlemen in the City interested in aeronautics and the actual representatives of that profession". Colonel Sempill's response four days later said that he thought it was a good idea which he would look into and test the reaction of others.

Against this background, a group of the most distinguished pilots and air navigators attended a dinner at Rules Restaurant, London. Air Vice-Marshal Sir Sefton Brancker, Director of Civil Aviation, said that it was time for pilots who had attained high professional status, as holders of a 'B' Licence and Air Navigator's Certificate, to form their own Company along the lines of the City Livery Companies of London. A committee was formed to work out the details and the Guild of Air Pilots and Air Navigators was formed in 1929. Sir Sefton was the first Master, with Chief Air Ministry Navigation Examiner, Squadron Leader Ernest Johnston, becoming the Deputy Master.

One of the Guild's first tasks was to find legal representation for the commander of an Imperial Airways aircraft that had been forced to ditch in the English Channel. The Guild supported the principle of a pilot's discretion, having regard to wind and weather, in choosing height and route, and urged the need for flexibility. Subsequently, the Guild set up a committee to consider flying accidents from the pilot's point of view, answering a concern that, in the event of an accident, the pilot might be incapable of defending himself against charges of culpability. Among the Guild's aims was to offer unbiased, authoritative opinion and play a significant role in the cause of air safety, a cause it vigorously champions today. It also undertook to provide training for pilots to qualify as air navigators.

There were other notable contributions to the profession. The Guild's paper, 'The Problems of Air Transport from the Pilot's Point of View' was presented at the 1930 International Air Congress at The Hague. It recommended a definite status, with some form of pension, for air transport pilots and the foundation of a recognised degree in aeronautics.

The Guild asked the Air Ministry to consider proposals for the creation of a Master Air Pilot's Licence and to note aspects of air safety in contravention to the Air Navigation Regulations. A Guild

committee was appointed to consider Rules for Air Traffic in the vicinity of aerodromes.

An employment bureau for pilots and navigators was established. The Guild set up a committee to consider and make recommendations on flying instructors' qualifications. Subsequently, it set up its own Panel of Examiners and began to issue Instructors' Certificates.



Air Vice-Marshall Sir Sefton Brancker was Director of Civil Aviation and the Guild's first Master.

Then, just as everything seemed to be going so well, tragedy struck. The airship R.101 crashed near Paris en route to India. Among the dead were the Guild's first Master, Sir Sefton Brancker, the Deputy Master, Squadron Leader Ernest Johnston, Court Member Lieutenant Commander Noel Atherstone and Honorary Member M A Giblett.

The R.101 accident had a fundamental effect not only upon the Guild but also on the future of British civil aviation. It had been assumed until then that airships would play an important part in operating long-distance commercial air routes. Despite this setback, and the economic recession of the 1930s, the Guild returned to its task with renewed determination. Aviation had never been so popular, as public confidence in air travel grew with improved overall flight safety and the emergence of greater in-flight comforts.

Another opportunity to demonstrate the worth of the Guild came in 1931, when the Flying Instructors' Certificates scheme was approved by the Air Ministry, providing Guild examiners passed a test at the RAF Central Flying School. The following year, the Air Ministry made it compulsory for instructors have their 'B' Licences endorsed by them, an endorsement only possible on the

production of a Guild Certificate.

In 1937, a joint committee was set up between the Guild and the newly formed British Airline Pilots Association to deal with matters of common concern affecting airline pilots. The two organisations continued to differ in policy and constitution, which resulted in dual representations before Government departments, Boards and Committees.

The year 1938 was another busy one for the Guild. As a result of the complexity of civil aircraft, an Airline Pilots' Committee was set up to deal with the problems faced by this group. The Air Pilots' Guild of New Zealand was affiliated to the Guild and the Institute of Australian Pilots and Air Navigators established. A Branch of the Guild was formed at Southampton, indicative of the flying boat operations in the area. The Guild's Flying Instructors' Certificate Scheme was extended to Singapore.

Second World War (1939-1945)

The declaration of war in 1939 brought about an unwelcome interruption to flying, just as civil aviation was becoming firmly established with regular commercial services. The Second World War brought commercial flying across Europe and beyond virtually to an end until hostilities ceased.

The Guild had only in been existence for ten years when the war began. Much had been achieved in the decade and the Guild's scope and influence had extended overseas. Notwithstanding, the Guild was forced to suspend much of its work, including the issue of Instructors' Certificates, until the war was over. During the interregnum, a wartime committee handled the Guild's affairs until 1944.

As in 1914, the advent of war brought with it a huge acceleration in aviation development. The involvement of aviation as part of the war effort was to push aircrew, aircraft and the industry as a whole into the public psyche. The amount of technical progress achieved during the wartime years was immense both in terms of aircraft design and performance. Men and materials were moved by air on a global scale, there were trans-oceanic flights, operations in almost all weathers, radar, improved radio – and the use of automatic flight equipment – and Frank Whittle's gas-turbine engine was flight tested.

Thoughts were turning to what would happen in post-war aviation as early as 1942. The Grand Master, HRH The Duke of Kent, sent a message to the Guild's

Annual General Meeting stressing that the whole future of civil aviation would have to be recast after the war. He foresaw that the Guild would play an extremely important role in its re-establishment. It was a future that the Grand Master would not live to see. He died on active service a few months later when his Sunderland flying boat crashed on a hillside near Dunbeath, Scotland.

Anticipating the conclusion of the war, the Government set up a committee under Lord Brabazon of Tara to recommend aircraft types required by Britain when hostilities ceased. Guild representatives sat on a number of Air Ministry committees to study civil aerodrome lighting and post-war accident procedures. Discussions took place on the licensing of flying instructors, transport pilots and navigators, signals planning, flight safety, maps, flight deck arrangement, the handling qualities of civil aircraft, education and training.

With the end of war in 1945, the Guild set about tackling the problem of the transition of crews from military to civil flying and to facilitate their qualification for the necessary licences. The Air Ministry distributed 10,000 copies of the Guild's booklet 'Your Future in Civil Aviation' to Service messes. In 1946, the Guild's Flying Instructors' Certificate Scheme was re-instated.

Civil Aviation Boom (1946-1952)

Post-war, new types of aircraft came into service, purpose-built airliners that offered increased performance, capacity and reliability when compared with their pre-war counterparts. Whereas military might was scaling down, civil air transport was about to become big business, opening up commercial traffic on a scale never seen before. More significantly, the boundaries were constantly being pushed into the next technological phase and the next genre of aircraft.

Pilots and navigators were required to keep pace with these developments, coming as they did with an increase in responsibilities and flying standards. The sophistication of aircraft, flying at faster cruising speeds in more crowded airspace, also added to the workload of flight crew. The Guild reacted to the progress, and the impact it had upon the profession, by stepping up technical activities.

For example, an area of disquiet was the relatively high accident rate and the methods of inquiry into aircraft accidents. The Guild expressed concern



This Court meeting held in July 1953 shows the Master, D A Brice, in the chair. In the picture (seated from left) is Captain J C Herrington (Warden), Captain N C Green (Warden), Lawrence Wingfield (Clerk), J Lankester Parker (Immediate Past Master), the Master, Major J L B Cordes (Secretary), Mrs Bernot (secretary to the Secretary), and Captain M R Aries (Warden and the Assistant Honorary Treasurer). Standing (from left) Captain O P Jones (Assistant), Air Commodore R W Ryan (Honorary Medical Officer), Wing Commander J L Mitchell (Service Member), Captain B G Frost (Assistant), Captain A G Lamplugh (Assistant), L Malec (Associate Member), C H Willis (Assistant and Honorary Treasurer), K G Bergin (Associate Member and Honorary Medical Officer), Flight Lieutenant P C Lucas (Assistant), Squadron Leader J C C Taylor (Assistant) and Squadron Leader F Murphy (Test Pilot Section).

to the Air Ministry of Civil Aviation over the process and procedures following an accident; shortly afterwards the Newton Committee was set-up to inquire into workable procedures and to make recommendations.

The Guild was represented on the Ministry of Civil Aviation Committee for certification of aircraft and approval of equipment, and at meetings dealing with air traffic control, let down procedures, aerodrome lighting and air safety. The Guild's influence gained concessions on medical standards for older, more experienced pilots, as well as time concessions for new pilots to qualify for the Air Navigators' Certificate.

In 1949, new standards were established for the award of Master Air Pilot Certificates following the introduction of new grades for professional pilot licences. The Guild joined a Government Working Party dealing with anomalies in the recently published Air Navigation Regulations, and the Guild's Employment Advice Bureau succeeded in finding employment for 106 people.

To demonstrate how popular and safe flying had become, world airline passenger figures for 1953 recorded that more than 50 million people worldwide flew that year. In a major reversal of trends, more people now crossed the Atlantic by air than by sea.

The Jets (1952-1962)

Some credit for this confidence in air travel was initially epitomised by the introduction in 1952 of the world's first

pure jet passenger aircraft, the de Havilland Comet. The aircraft brought a revolutionary new form of transport with flying speeds of just over 500 mph. It was way ahead of rivals until a series of accidents resulted in the aircraft being grounded. It was 1958 before the Comet flew again as the modified, longer-range Comet 4, just in time to claim being the first commercial jet service to cross the Atlantic, but too late to prevent the rival American Boeing 707 jetliner from capturing the passenger jet market.

By now, the Guild had established itself as a highly respected body with a strong reputation for supporting the profession. It seemed fitting, therefore,



As a pilot himself, the Grand Master, HRH The Prince Philip, Duke of Edinburgh, took a practical interest in the Guild. He presided at a Court meeting held on 7 July 1960, which took place at the Guild's first offices at 14 South Street, Park Lane. The Grand Master said at the meeting that he was pleased to hear of the progress of the Test Pilot Section and the Panel of Examiners. Seated at the table is (from left): Rev Leslie Wright (Chaplain), Captain B C Frost (Warden), K G Bergin (Master), the Grand Master, Wing Commander C A 'Clem' Pike (Warden), E Brian Trubshaw (Warden), Captain J T Percy (Warden), J Lankester Parker (Chairman of the Benevolent Fund Board of Management), Captain M R Aries (Warden), Sir Alan Cobham (Assistant), A M A Majendie (Assistant) and Captain E L Gostling (Assistant). Standing from left: J C F Ritchie (Assistant), O P Jones (Past Deputy Master), D J Turner (Assistant), Captain A Caesar-Gordon (Assistant), Captain T H Farnsworth (Assistant), Captain A S Wilcockson (Assistant), V C Varcoe (Assistant and Hon. Clerk), Captain N C Green (Assistant), Squadron Leader F R Leatherdale (Assistant), L W Wenman (Chairman, Panel of Examiners) and Captain D F Satchwell (Assistant).

that the Guild was honoured in 1956 by being granted Letters Patent and the status of a Livery Company of the City of London.

Having had its own professional standing raised, the Guild continued to work on behalf of members. One important relationship fostered at this time was with Parliament. The Guild's Parliamentary Committee met Members of both Houses to offer informed technical opinion based on the professional experience of civil pilots and air navigators. The rapport with Parliament enabled the Guild to play a full part in dealing with the problems of national and international importance to civil aviation.

By 1958, the surplus of post-war Service-trained pilots had been absorbed through an increase in demand for passenger flights. In what was to become a familiar cycle of feast and famine in terms of the supply and demand for civil aircrew, the Guild expressed concern at the shortage of pilots and the need to establish a College of Flying in parallel with the College of Aeronautics. The College, the Guild recommended, should produce fully trained pilots, offering an elementary flying training school and post-graduate courses where pilots could study aviation as a business. Sadly, a College of Flying did not emerge, but many of the components are now available through professional flying schools and university courses.

Summing up the progress of the period, Sir Frederick Tymms, a venerated Master of the Guild (1957-59), spoke at length at the Guild's 1959 Annual



The Guild's 40th anniversary was marked by cutting a celebration cake at the 1969 Trophies and Awards Reception held at the Barber-Surgeons' Hall. Twelve founder members were present. Helping the Master, C T Farndell, to perform the task are three founder members of the Guild: (from left) Wing Commander 'Clem' Pike, Past Master Sir Frederick Tymms and solicitor Lawrence Wingfield, who was the Guild's first Clerk, a post he held for 26 years. The Immediate Past Master, Captain W Baillie, looks on.

General Meeting of the challenges, in particular, that supersonic flight would bring to pilots and navigators. Even as the second generation of civil jet aircraft was just beginning to enter service, manufacturers and operators were looking ahead to the day when airliners might be capable of cruising at twice or three times the speed of sound. Sir Frederick rightly saw how the future might look and urged the Guild to wholeheartedly participate in the development.

Shrinking World (1962-1979)

The Sixties was boom time for mass passenger travel as the world's first wide-bodied aircraft rolled off the production line. The Boeing 747 transformed long-distance flying, could carry nearly 500 passengers, three or four times the number of previous aircraft and provided transport that was comfortable, safe and cheap. The British and French worked together on a joint venture, which later was to be called Concorde. Suddenly, the world was getting a lot smaller.

By 1962 the increase in light aircraft movements prompted the Guild to express concern to the Ministry of Aviation over the need to raise flying instructional standards and for the introduction of regular examinations for certificate renewal, rather than qualifying on hours flown in the previous years. The Guild's Panel of Examiners published 'Flight Briefing for Pilots' in two volumes, to help pilots refresh their knowledge of

theory in preparation for the licence renewal tests. The Guild further submitted a paper to an independent advisory committee set up by the Government to study Aviation Safety. And a 1963 paper on air navigation, which highlighted the potentially serious deficiencies of terminal aids throughout the world, was sent to the Ministry of Aviation and other aviation bodies.

A matter of grave concern to the Guild in 1970, was civil aviation security with an increased number of hi-jacking, hostage-taking and attacks on both passengers and aircraft on the ground. As a consequence, stringent security measures were introduced at airports and



Two Liverymen of the Guild were on the flight deck of British Airways' inaugural Concorde services in January 1976, at the start of the supersonic passenger flight era. Captain Norman Todd (centre) was in command of the first London to Bahrain flight and Captain Brian Calvert (right) commanded the return service. The third member of the crew is Senior Engineer Officer John Lidiard.

by the airline operators. Procedures included searching passengers and scanning baggage and cargo at the point of departure.

Not surprisingly, the technical work of the Guild was once again intensified to keep pace with developments, crises and the sheer complexity of issues affecting the aircrew fraternity. The Guild found itself increasingly in demand as the value of its unbiased contributions on technical and professional matters became more widely appreciated. A priority for the Guild was to fulfil its obligations through work and to uphold the technical standards and values of the profession.

Another sphere of involvement was the advent of Concorde and the need to ensure that the voice of the professional pilot and air navigator was heard. The Guild's Supersonic Transport Working Group studied weather at high altitudes, transonic acceleration, deceleration and descent, and attended sonic boom trials.

In response to the development of space flight, the Guild even set up a Space Section sub-committee to see whether it should be participating in the development of space flight. In the event, it has not overtly pursued the interest.

The formation of the Edwards Committee of Inquiry in 1969 provided an opportunity for the Guild to submit a paper on the future of UK civil air transport. Another piece of major work came from the Guild's Air Traffic Control committee and the drawing up of proposals for the London terminal movement area that would bring an overall improvement to safety.

Time for Caution (1980-2000)

During the 1980s, the scale of recurring issues weighed heavily upon professional interests.

The Guild contributed to: the preparation of a paper regarding the unsatisfactory licensing system of the Airline Flying Instructor Rating that allowed a pilot to give instruction to another pilot without being the holder of a flying instructor's rating; the operational and psychological considerations of two-engine extended range flights over remote regions; the crew complement of two-engine extended-range flights; a common agreement with the European Economic Community on a joint understanding on technical standards.

In 1982, Hong Kong became the Guild's third overseas region, joining New Zealand and Australia.

The Guild also supported the case for developing the potential of the UK



The Grand Master, HRH The Prince Philip, Duke of Edinburgh, is escorted by the Master, David Proudlove, at the 1983 Trophies and Awards Banquet, held at the Mansion House.

regions to increase airport capacity. This was in response to a Civil Aviation Authority consultative document on airport capacity until 2005, as London's three airports were reaching the limit of their capacity.

A change in airline regulation in the United States showed that lower-priced tickets, increased frequency of flights and having a choice of operator, could benefit the customer and stimulate business. While in Europe, the package holiday market soared in line with the upturn in the world economy, resulting in an increased demand for trained pilots.

This period of high demand for air travel was followed by major tragedies that gave concern to members of the Guild with their implications on safety and practice: the mid-air destruction of a

Pan American Boeing 747 over Lockerbie, the mistaken shooting down by Soviet fighters of a Korean Air Lines passenger aircraft and the accidental destruction by an American guided missile of an Iranian Airbus flying over the Gulf.

On the military front there was Operation Desert Storm, following the invasion of Kuwait by Iraq, that saw the Guild's Service members carrying out attacks on Iraq and flying military transport aircraft to Saudi Arabia. Air power had by now become the primary means to launch military campaigns, paving the way for ground or sea assaults.

In 2000, an Air France Concorde crashed shortly after take-off from Paris Charles de Gaulle airport. It was the first ever accident involving a Concorde aircraft and Guild members, particularly those with Concorde flying expertise, were heavily involved in the aftermath to establish the cause. Having done so, modifications to the remaining aircraft allowed flights to be resumed. But all Concorde aircraft were withdrawn from service in 2003, following a fall in demand for seats.

Today's Guild

Security was once again high on the Guild's agenda following the atrocities of 11 September 2001. As the aviation industry closed ranks, the Guild worked alongside colleagues from other organisations to counter the slump for demand in air travel, to reduce the effects of a global economic backlash and to restore confidence in the airline business. The Guild's response on the matter of security culminated in the preparation of a comprehensive report, 'Aviation Security and its Effect on Flight Safety', from the Technical and Air Safety



The Master, Hugh Field, receives Sir Frederick Tymms' Past Master's badge and silver inkstand from Group Captain E A 'Johnny' Johnston in 1980. Sir Frederick, who was Master of the Guild from 1957-59 and the first navigator to hold the office, felt he would not be able to use his Past Master's badge again, owing to his increasing age. He also wanted the Guild to have the inkstand that had been given to him 49 years earlier on his departure for India to take up the post of Director Civil Aviation. Both items were placed in the Guild's trophy cabinet. Johnny Johnston, the son of Squadron Leader Ernest Johnston, Deputy Master of the Guild 1929-30, was virtually adopted by Sir Frederick and his wife Millie, who oversaw his upbringing following his father's death in the R.101 accident in 1930. Sir Frederick Tymms died in 1987 and Liveryman Group Captain Johnston died in 2002.

Committee. The paper reviewed and set-out the Guild's position on aviation security, established responsibilities, offered suggestions for improvements and contributed significantly to the wider debate. The report was sent to the Minister for Aviation, the Home Office, the House of Commons Defence Committee, the Opposition security spokesman and senior civil servants with responsibility for aviation security.

In considering the whole quandary of aviation security, the Guild was mindful that the vulnerability was not just confined to public transport flights. A light aircraft, it surmised, loaded with



The Guild's Education and Training Committee's Instructor sub-committee was responsible for organising the UK's first Senior Career Flying Instructors and Chief Flying Instructors Forum at RAF Cranwell. The event, held in 2004, was aimed at establishing a professional status for career instructors and to look at their future training and qualifications. The organiser was Assistant Dorothy Pooley (centre, front row), a General Aviation Flight Instructor Examiner, who was voted the UK's top woman pilot in 2003 by the British Women Pilots' Association.

improvised explosives could make an effective weapon, either against a ground target or when deliberately flown into an airliner. It also recorded the sobering fact that total security was not achievable in a free and democratic society.

In 75 years, the Guild has been involved in practically every piece of legislation and rule change affecting aviation, adding a view or seeking a change as necessary to protect professional interests.

It has established flying scholarships and bursaries to encourage a new generation of pilots and launched a pilot aptitude-testing programme for candidates wishing to enter the profession. An improved professional status and standards for General Aviation career flying instructors is being sought, following a Guild-inspired Instructors' Forum held at RAF Cranwell in 2004. The Guild has also contributed to the Government's debate that will map-out



The Grand Master, HRH The Prince Andrew, Duke of York, attends an Education and Training Committee meeting in 2003 during his first visit to Cobham House. In the picture (left to right) is: Captain Mike Butterworth, Past Master Rod Fulton, Captain Ralph Kohn, Captain Anthony 'Mac' McLauchlan, Captain David Lewry, the Master, Michael Willett, the Grand Master, the Committee's Chairman, Captain David Martin, Captain Gerry Fretz, Past Master Chris Hodgkinson, Captain John Mason and Past Master Clive Elton.

UK air transport for the next 30 years.

Many of the issues being tackled by the Guild today are not new, but they can appear so given the constant progress of

equipment, procedures, environment and the effect of international politics. The consequence is that the Guild's two main committees - the Technical and Air Safety Committee and the Education and Training Committee - are fully engaged for the foreseeable future.

Members' own knowledge of technical affairs is supplemented through the Guild's two acclaimed annual lectures given in memory of Sir Frederick Tymms and Sir Alan Cobham. A wide-ranging programme of technical visits is arranged for members, including some to the Guild's eleven Affiliated Units from the Armed Services.

The Guild continues to maintain contact with aircraft manufacturers, operators and aviation regulatory bodies. Each new aircraft brings with it a whole new range of issues affecting pilots and the rules under which they operate. Aircraft such as the Boeing 7E7, the Airbus A380, the Lockheed Martin F-35 Joint Strike Fighter and BAE Systems' joint venture now entering service with the Royal Air Force, the Eurofighter Typhoon, are among the most recent examples on the civil and military front.

Pushing out the envelope still further, the Guild has taken wary note of Unmanned Aerial Vehicle Systems (UAV) that are being used for covert surveillance missions in a military context. While the possibility of commercial passenger aircraft being flown without a pilot on board may seem fanciful, cargo aircraft could indeed be suitable candidates. Perhaps, therefore, the 'pilot' of the future could be the man who programmes the computer and controls the aircraft while being seated in a ground control centre. Aviation, as the Guild is only too keenly aware, is truly a world of the unexpected.



Fourteen Past Masters were at Cobham House in March 2000 to witness the Grand Master, HRH The Prince Philip, Duke of Edinburgh, formally open the Guild's new offices. They are from left: (seated) Norman Bristow (1970-1971), Rod Fulton (1998-1999), John Hutchinson (1999-2000), Ron Bridge (1997-1998), Brian Pickard (1979-1980), Freddie Stringer (1989-1990); and standing, Chris Hodgkinson (1994-1995), Bob Pooley (1987-1988), W P 'Robbie' Robinson (1973-1974), Clive Elton (1993-1994), Hugh Field (1980-1981), Len Holdstock (1978-1979), Mike Bannister (1990-1991) and David Mauleverer (1991-1992).



Members of the 2004 Court, attired in blue robes with Tudor caps, following the Annual General Meeting. They are (from left to right): Rev. Roger Kenward (Chaplain), Paul Tacon (Clerk), Captain Jock Lowe (Warden), Captain Peter Buggé (Master Elect), Captain Dick Felix (Master), Michael Willett (Immediate Past Master), Group Captain Roger Gault (Warden), Air Commodore Rick Peacock-Edwards (Warden) and John Harrison (Beadle).

Trophies and Awards

RECOGNISING AVIATION'S MOST ADMIRABLE



The Cumberbatch Trophy makes an impressive centrepiece as the Trophies and Awards Committee meets to decide who will receive awards and trophies for 2003. In the picture is: (seated) Past Master John Hutchinson (Chairman), Michael Willett (Master) and Past Master Duncan Simpson; (standing from left) Keith Reid, Derek Reeh, Past Master Rod Fulton, Assistant Rick Peacock-Edwards, Past Masters Arthur Thorning, Ron Bridge and Clive Elton, Assistant Terry Gill, Chris Palmer, Graham Austin and the Learned Clerk, Paul Tacon.

Ever since the formation of the Guild, the profession's achievers and contributors have been singled-out for recognition through the Guild's awards. From certificates and medals to handsome, elaborate trophies and silver cups, the custom of rewarding success dates back to the 1930s.

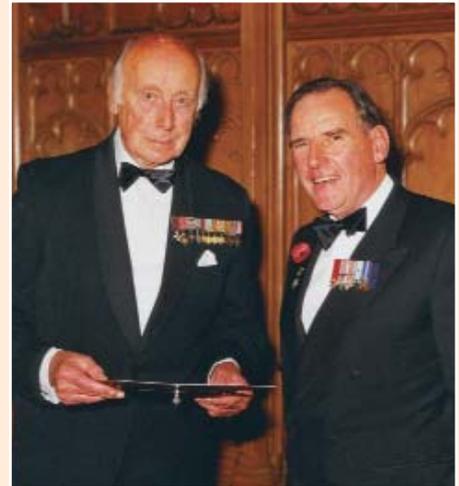
More than twenty awards are presented at an annual banquet, which has graduated from being held in the Livery Halls, to the Mansion House, to what must surely be its permanent home, the historic Guildhall. Part ceremony, part gala, the Trophies and Awards Banquet forms the centrepiece of the Guild year.

The list of the award recipients through the years reads like a celebrity 'who's who' of aviation. It is fascinating to look through the names of winners – individuals, groups and companies - who have touched aviation and left it for the better in so many different ways. While those listed would be well known within aviation circles, this is not generally the case with the recipients of the Prince Philip Helicopter Rescue Award. The winners of that award fall into the category of previously 'unsung heroes', who have performed extraordinary and heroic deeds in the line of duty. It is an award that almost invariably results in a standing ovation at the Banquet.

But it is not the only instance when people can rise to their feet in spontaneous acclaim. There are still vivid memories of Captain Leul Abate of Ethiopian Airlines who was hijacked out of Addis Ababa and told to take the hijackers to Australia. He ended up doing a dead stick landing in the sea off a beach in the Comoros Islands. This slightly built and modest man received a standing ovation from the gathering of nearly 700 people. The year was 1996.

Over time, the profession has attracted some colourful figures, many of them highly decorated for services to their country. It is not surprising, therefore, that the names of some of these eminent and famous aviators appear as awards, and are given in memory of them. The selection criteria are closely aligned to the person named and their sphere of expertise or influence.

The Awards



Test pilot Squadron Leader Neville Duke receives the 2002 Guild Award of Honour from Air Chief Marshal Sir Peter Squire, former Chief of the Air Staff.

Guild Award of Honour

Awarded on rare occasions to individuals who have made an outstanding lifetime contribution to aviation. First given in 2000 for the year 1999 to Sir Arthur Marshall and Sir George Edwards.

Cumberbatch Trophy

Awarded to a person or persons for outstanding contributions to air safety, including the development of techniques contributing to safer flight, improvements in ground equipment and services, and improvements in aircraft and component design.



The Cumberbatch Trophy is presented for outstanding contributions to air safety.

The inscription on this most handsome of trophies, which was designed by Omar Ramsden, reads: 'I was wrought in utmost faith and hope by command of Alice Beatrice Martha Cumberbatch in the year of Our Lord 1931 for the promotion of reliability in Civil Aviation – to the memory of those who have gone before and encouragement to those to come.' The enthusiasm for aviation by Miss Cumberbatch was probably inspired by the thrill of competitive flying or by one of the famous female flyers of the period. Her intentions were that the award should be given to those endeavouring to make air transport safer and more reliable, thus encouraging people to fly. The trophy was originally presented to Hanworth Club before moving to the Guild who first presented it for the year 1936-37 to eight captains of Imperial Airways and their Air Superintendent, Squadron Leader Herbert Brackley.

Sir James Martin Award

Given annually to a person who has made an original, outstanding, and practical contribution leading to the safer operation of aircraft, or the survival of aircrews or passengers. The award may also be given for an act of valour in the air, or on the ground, that is connected with the operations of aircraft. This courageous act will have initiated action that has led to the safer operation of aircraft, or the enhanced survival of aircrews or passengers.

Sir James Martin, who died in 1981, designed and built aeroplanes before founding the Martin-Baker Company, now the world's longest established and most experienced manufacturer of ejection seats and aviation escape and survival equipment. A dynamic Ulsterman, Martin had exceptional powers of inventiveness and was an accomplished engineer long before reaching the age of 21. Among his first ventures, between 1929 and 1946, Martin designed and built five prototype aircraft, although none went into production. In 1934, he was joined by his former flying instructor, Captain Valentine Baker, who test-flew the aircraft. With the approach of war, Martin designed military aircraft and the Martin Baker MB2 became the first British eight-gun fighter and first flew in 1938. Sir James's aircraft safety products, especially the Martin-Baker ejection seats, have helped to save thousands of lives that would otherwise have been lost. First given in 1968.



Mrs Frida Brackley, the widow of Air Commodore H G Brackley, both designed and presented the stylish trophy in memory of her husband. The first recipient was J Lankester Parker (left), Chief Test Pilot of Short Brothers from 1916-1945 and later a Director of Short Brothers and Harland.

Brackley Memorial Trophy

Awarded to one or more transport pilot or navigator for outstanding flying that contributes to the operational development of air transport, or transport aircraft, or new techniques in air transport flying.

The Brackley Memorial Trophy was designed and presented by Mrs Frida Brackley in memory of her late husband Air Commodore Herbert G Brackley, one of the UK's aviation pioneers and a leading authority on flying boats. H G Brackley had a distinguished career in military aviation in the Royal Flying Corps as a wartime bomber pilot and in the RAF during the Second World War. As Air Superintendent of Imperial Airways, he led and organised pioneering flights and surveys, which resulted in a network of regular flights to the Commonwealth. He also tested every new aircraft before it was introduced into service. At the time of his death, in a drowning accident in 1948, he was Director General of British South American Airways. First given in 1948.

Johnston Memorial Trophy

Awarded to a person or persons for outstanding performance of air navigation or airmanship or for the development of new air navigation techniques and equipment.

The Guild's first Deputy Master, Squadron Leader Ernest Johnston, was

Chief Air Ministry Navigation Examiner and one of the most prominent navigators of his day. He died tragically in the R.101 accident in 1930 when navigating the airship on its maiden flight to India. Originally, he was a Master Mariner and served in the Royal Naval Reserve, transferring to the Airship Section. On the formation of the RAF he was appointed Captain but after the 1914-1918 war he served in the Navigation Branch of the Air Ministry, and subsequently retired from the RAF. He was appointed to the Royal Airship Works at Cardington in 1924 but also worked with Imperial Airways to help them establish European air routes. In 1927, he navigated the first Imperial Airways flight to India and back. He was navigator for both the airships R.100 and R.101. The award was first presented in 1931 to Francis Chichester for his amazing feat of navigation skill when flying his seaplane from New Zealand to Australia.

Derry and Richards Memorial Medal

Awarded to a test pilot who has made an outstanding contribution in advancing the art and science of aviation.

De Havilland test pilot John Derry and his flight test observer Tony Richards died in a flying accident at the Farnborough Air Show in 1952 when their DH.110 prototype WG236, starting

a demonstration from a supersonic dive, broke up and crashed during a low altitude part of the display. Before the accident they had contributed significantly to the supersonic flight test programme. RAF-trained John Derry had earned his wings in Canada before flying Typhoons and Tempests in the Second World War. Post-war he worked as a test pilot with Vickers Supermarine and then with de Havilland. In 1948, flying a DH.108, he became the first British pilot to break the sound barrier. Tony Richards was a trade apprentice in de Havilland's technical school before becoming an engineering apprentice in the Flight Test department. He worked on the trials of the Heron and later the DH.110, when he flew with John Derry. In 1952 he became the first British Flight Test Observer to fly faster than sound with Derry at the controls of WG.236. The Derry and Richards Memorial Medal was first presented in 1953.

Hugh Gordon-Burge Memorial Award

Awarded to the captain, a member of a flight deck crew, or a cabin attendant, whose action has contributed outstandingly by saving their aircraft or passengers, or has made a significant contribution to future air safety. This annual award is

made only if a nomination is considered to be of significant merit.

Liveryman Hugh Gordon-Burge was Air Safety Advisor to British European Airways, a forerunner of British Airways, and an Assistant of the Court of the Guild before his death in 1974. Mr Gordon-Burge made a valuable contribution to the Guild's work in the field of air safety, first as a member, and then as Chairman of the Technical Committee. His outstanding work on flight safety was recognised and honoured by the UK Flight Safety Committee's Douglas Weightman Safety Award in 1971. The Hugh Gordon-Burge Memorial Award was first presented in 1974.

Pike Trophy

Awarded to the individual who, in the opinion of the Court of the Guild, has made an outstanding contribution to the maintenance of high standards of basic flying instruction and safety. The award, which is given to candidates not on active service in the Armed Forces, takes into account working conditions and opportunities.

Wing Commander Clement 'Clem' Pike was a founder member of the Guild, a member of the first Court and Master

from 1949-1950. His Guild membership spanned more than 40 years. He had flown as a pilot with the Royal Flying Corps, but post-war joined Vickers as an apprentice and spent several years in the drawing offices of de Havilland. In 1927 he became a flying instructor and served with the RAF from 1939-1947. He later rejoined de Havilland and became the manager of Hatfield Aerodrome. Perhaps his most lasting contribution to the Guild was the setting-up under his Chairmanship of the Guild's Panel of Examiners and the issue of Instructors' Certificates. This followed his work on a sub-committee, along with Sir Frederick Tymms, which recommended that new conditions should be made for the issue of 'A' licences and suggested the need for an instructors' licence or endorsement. By 1932 the Guild's Certificate had obtained official recognition. 'Clem' Pike also worked in the field of flying instruction and was largely instrumental in putting training for the profession on a sound basis. This led to the establishment of the RAF Reserve Flying Training Schools which provided many pilots for the Second World War. First presented in 1963.

Guild Sword of Honour

Presented to the Guild in 1972 by Robert Pooley and awarded for an outstanding contribution to General Aviation and civil aviation, other than air transport.

Sir Barnes Wallis Medal

Awarded in recognition of an exceptional contribution to aviation.

Barnes Wallis was celebrated for his creative thinking and inventive design. Having left school at sixteen with no qualifications he began working in the shipyards, but moved to Vickers to design airships. His airship R.100 design was the first to use his pioneering geodetic system that saved weight. By 1930 Wallis had moved to designing planes for Vickers, among them the Wellesley and Wellington bombers. He also designed bombs, including the famous bouncing bomb that was used to breach the dams of the Ruhr. After the war Wallis led aeronautical research and development at the British Aircraft Corporation until 1971. He was knighted in 1968 and died in 1979. First presented in 1975.

Award of Merit

Awarded since 1959 for meritorious service in any sphere of aviation to a member of the Guild who is, or has been, a practising pilot or air navigator.



The Pike Trophy is given to individuals who have made a significant contribution, like Wing Commander Clement Pike, to the maintenance of flying training standards.

Grand Master's Commendation

Awarded since 1982 at the discretion of the Grand Master, and on the recommendation of the Court of the Guild, for distinguished service in the air.

Master's Commendation

Awarded since 1977 at the discretion of the Master, and on the recommendation of the Court of the Guild, for commendable achievement in aviation.

Master's Medal

This Guild award for distinguished conduct is presented, at the discretion of the Court of the Guild, to anyone in aviation and at any time. It is intended as an immediate award and given for any act considered worthy, as soon as the facts of the event are clear.

Grand Master's Australian Medal

Awarded since 1981 to a person or persons involved in any branch of aviation in the Australian Region, or to Australian nationals abroad. It is given for a meritorious contribution of an outstanding nature to any aviation activity, either by a development of technical excellence, a procedure or an operational technique.



Liveryman Lord Tebbit presents Caroline Gough-Cooper (right) and Imogen Asker with the Master's Medal 2002 after they became World Ladies Champions in the World Helicopter Championships.

Australian Bi-Centennial Award

Robert Pooley, during his term as Master (1987-1988), donated the award on behalf of the Guild as a lasting commemoration of the Australian Bi-

centenary and to recognise an outstanding individual contribution to Australian aviation.

Jean Batten Memorial Award

This award was established by the Guild in 1992 in memory of the late Liveryman Miss Jean Batten to recognise an outstanding individual contribution to New Zealand aviation.

New Zealander aviatrix Jean Batten established many records during her notable flying career lasting more than 40 years. She had learned to fly in London and gained her private pilot's licence in 1930. After qualifying for a commercial pilot's licence she made her first long-distance flight to India in 1933 and the following year flew to Australia and back to England. In addition to capturing five important records and establishing four world records for any type of aircraft, Miss Batten was the first woman to make a return flight to Australia, fly solo to South America and to New Zealand and cross the South Atlantic Ocean and the Tasman Sea alone. For her services to aviation Miss Batten, a Commander of the British Empire, received many awards: among them the Seagrave Trophy, the Britannia Trophy twice, the Harmon International Trophy three times, the Order of the Southern Cross and the Order of Chevalier of the Legion of Honour. She was the



Allana Corbin's achievement in becoming the first woman to fly a helicopter solo around Australia, despite physical obstacles, resulted in her being awarded the Australian Bicentennial Award 2002 by the Master, Duncan Simpson (right). Also pictured is John Colwell, past branch Chairman.



New Zealander aviatrix Jean Batten captured five important records and four world records: the first woman to make a return flight to Australia, fly solo to South America and to New Zealand and cross the Atlantic Ocean and Tasman Sea alone.

first woman to receive the coveted Federation Aeronautique International medal.

Grand Master's Medal

Awarded to the most meritorious student pilot graduating from any civil or military college or school of Aviation Studies and nominated by the Principal. Particular consideration may be given to a candidate's progress made during the course, their qualities of character, leadership, involvement in sport, recreation and voluntary service, as well as interest in liberal arts. The recipient will not, therefore, necessarily be the student who passes with the highest marks in academic or technical qualifications. However, the award will not be given to a student who has not achieved a high grade in these subjects.

Sir Alan Cobham Memorial Award

Awarded to the most commendable student pilot graduating from a major civil flying training establishment in the United Kingdom and nominated by the

Principal. Particular consideration may be given to a candidate's progress made during the course, qualities of character, leadership, involvement in sport, recreation and voluntary service, as well as interest in liberal arts. It will not, therefore, necessarily be the student who passes with the highest marks in academic or technical qualifications. However, the award will not be given to a student who has not achieved a high grade in these subjects.

Sir Alan Cobham was a true pioneer in aviation. He was a Royal Flying Corps and RAF pilot during the First World War. In 1920 he ran an air taxi service for de Havilland and later gave many people their first experience of flight through his 'joy-rides' to the public. In 1921, he completed a 5,000-mile tour of Europe, followed by long-distance survey flights to the Cape, the Far East and Australia a few years later. His experiences during long-distance flying led him to investigate and develop a method of extending the range of aircraft by refuelling them in the air.

From this he formed the company Flight Refuelling and the RAF and the United States Air Force later adopted the techniques he perfected. Sir Alan joined the Guild in 1930 and became Master for the year 1964-1965. The Alan Cobham Prize was instituted in 1966 to try to induce younger pilots to become more technically competent. The current Memorial Prize was instituted in 1974 and awarded under new rules.

John Landymore Trophy

This award is presented on the recommendation of the Guild Scholarship Committee to the outstanding Guild PPL Scholarship candidate of the year.

The John Landymore Trophy is given in memory of John Landymore, a cadet pilot at The College of Air Training, Hamble, who died in a boating accident in 1962. John's parents donated the Trophy in his memory to be presented annually, together with a cash donation. The award was first presented by the Guild in 1993 to Miss Karen J Lysakowska, together with a cheque for £100. It has been awarded every year since then except for 1995.

The Prince Philip Helicopter Rescue Award

Awarded to an individual helicopter crew-member, or a complete helicopter crew, for an act of outstanding courage or devotion to duty in the course of land or sea search-and-rescue operations. It can also be awarded for any innovation leading to the more effective or safer use of a helicopter for search-and-rescue purposes.



Sir Alan Cobham was a true pioneer in aviation who joined the Guild in 1930 and went on to become Master.



Officers of the Guild 1929-2004

Patrons

- 1953-2002 HM The Queen
2002- HRH The Duke of Edinburgh KG KT

Grand Masters

- 1938-1942 HRH The Duke of Kent
1947-1953 HRH The Princess Elizabeth
1953-2002 HRH The Duke of Edinburgh KG KT
2002- HRH The Duke of York KCVO ADC

Masters

- 1929-1930 Air Vice-Marshal Sir W Sefton Brancker KCB AFC
1932-1937 Captain The Rt. Hon Frederick E Guest PC CBE DSO MP
1937-1949 The Most Hon The Marquess of Londonderry KG PC MVO

Deputy Masters

- 1929-1930 Squadron Leader E L Johnston OBE AFC
1930-1932 Captain The Rt Hon Frederick E Guest TC CBE DSO MP
1932-1933 The Most Hon The Marquess of Douglas and Clydesdale AFC
(later His Grace the Duke of Hamilton KT PC GCVO AFC)
1933-1934 Captain O P Jones CVO OBE
1934-1935 Captain N Macmillan OBE MC AFC DL ARFAeS FRSA
1935-1936 Captain A G Lamplugh CBE FRAeS MJAE FRGS
1936-1938 Group Captain P W S Bulman CBE MC AFC FRAeS
1938-1944 Wing Commander R H Stocken FRAeS
1944-1946 Air Vice-Marshal D C T Bennett CB CBE DSO
1946-1948 Wing Commander N H Woodhead DSO AFC
1948-1949 Group Captain W N Cumming OBE DFC AFRAeS FRMetS

Masters

- 1949 Group Captain W N Cumming OBE DFC AFREeS FRMetS
1949-1950 Wing Commander C A Pike OBE AFC AFRAeS
1950-1951 Wing Commander H F Jenkins OBE AFC
1951-1953 J Lankester Parker OBE FRAeS Hon MSLAE
1953-1954 Captain D A Brice ARFAeS
1954-1956 Captain J C Harrington OBE FRGS
1956-1957 J Lankester Parker OBE FRAeS Hon MSLAE
1957-1959 Sir Frederick Tymms KCIE MC FRAeS
1959-1961 K G Bergin OSJ MA MD DPH FRAeS
1961-1962 Captain J T Percy
1962-1964 A M A Majendie MA FRAeS FIN FRGS
1964-1965 Sir Alan J Cobham KBE AFC
1965-1966 Marshal of the Royal Air Force Sir Dermot Boyle
GCB KCVO KBE AFC
1966-1968 Captain W Baillie MVO OBE FRAeS FRMetS FRIN
1968-1969 C T Fardell FRIN FRMetS
1970-1971 Captain N V Bristow AFRAeS
1971-1972 A P W Cane FRAeS FRIN
1972-1973 Captain R E Gillman DFC DFM FRMetS MRIN AFRAeS
1973-1974 W P Robinson MBE FRIN
1974-1975 Air Commodore P M Brothers CBE DSO DFC*
1975-1976 Captain C A Owens LVO FRAeS FCIT FBIM
1976-1977 Air Commodore and Alderman The Hon Sir Peter Vanneck
CB OBE AFC AE MA DL

- 1977-1978 Captain A Caesar-Gordon DFC DFM
1978-1979 Captain L F J Holdstock FRAeS FRMetS MRIN MBAE MBAC
1979-1980 B H Pickard MB BS FRCS DLO FRAeS
1980-1981 H O Field FRAeS
1981-1982 Captain C G Klimcke MBE DFM
1982-1983 N A Royce OBE FRIBA PPCIArb FBAE
1983-1984 D Proudlove AE MA
1984-1985 Captain K B Blevins FRAeS FRMetS FRSA
1985-1986 T W Brooke Smith CEng FRAeS
1986-1987 Air Chief Marshal Sir Neil Wheeler
GCB CBE DSO DFC* AFC FRAeS
1987-1988 R Pooley CSJ FRIN FRAeS
1988-1989 Captain F H Dell FRAeS FBIM
1989-1990 F S Stringer BSc FRIN CEng FRAeS FRSA
1990-1991 Captain M Bannister
1991-1992 Captain D R Mauleverer FRAeS
1992-1993 Air Marshal Sir Denis Crowley-Milling
KCB CBE DSO DFC* AE
1993-1994 Captain C E Elton
1994-1995 Captain C L Hodgkinson FRAeS FRIN FRMetS MBAC
1995-1996 Captain G Fowkes FRMetS MRIN
1996-1997 Dr I C Perry MFOM DAvMed FRAeS
1997-1998 R W Bridge AFC FRIN MRAeS
1998-1999 Captain T R Fulton FRAeS MCIT MIMgt
1999-2000 Captain J C Hutchinson FRAeS FRIN MBAC
2000-2001 A G Thorning MA CEng FRAeS MRIN
2001-2002 M A Grayburn CRAeS
2002-2003 D M S Simpson OBE CEng FIMEchE FRAeS
2003-2004 M J Willett BA (Hons) MBA FRAeS
2004- Captain R Felix LVO FRAeS

Clerks

- 1929-1955 L A Wingfield MC DFC
1956-1960 Major J L B Cordes FRSA MRAeS
1960-1963 V C Varcoe OBE ARFAeS
1963-1967 T W Brooke-Smith C Eng FRAeS
1967-1968 C R Jeffs
1968-1973 W E B Griffiths CBE FRIN
1973-1985 W T F Rossiter MRAeS
1985-1988 Captain P Wilson
1988-1995 Group Captain J W Tritton AFC FBIM
1995-1997 Group Captain W M Watkins OBE
1998-2000 Air Vice-Marshal R G Peters CB
2000-2001 Captain J G F Stoy RD RNR
2001-2002 Captain (Past Master) C L Hodgkinson FRAeS FRIN FRMetS
2002- Paul J Tacon BA ACIS