

## **Members of the CHIRP General Aviation Advisory Board**

### **ROBERT CURRY**

**Chairman**



Rob Curry first started flying (in his head) aged about 5 whilst looking up at Concorde climbing out of Filton. Then followed pretty much every model aircraft you can think of, Air Training Corps, a bit of gliding and University Air Squadron. After graduating, much to his surprise, with an Engineering degree, he was fortunate enough to find himself trusted with one of Her Majesty's supersonic nuclear fighter-bombers and 20 years in the RAF flashed by, literally and metaphorically!

After the RAF, a ground tour as an Operations Analyst with Boeing resulted in an unhealthy interest in geeky maths before returning to the flying fold with gliding, as an Airprox Inspector and as CFI at a local flying school. Rob is a current CPL/FI/IRI and LAA member.

Rob became Chairman of the GAAB in August 2020.

### **CAPTAIN GEORGE CAPON**

**Independent**

George started his flying career in 1976, joining the Air Training Corps and Commanding a VGS for 12 years, initially learning to fly at Southend, he obtained his ATPL, latterly flying as a Captain on the A340 and A330. Never forgetting the grass roots of aviation he has continuously held CAA and FAA instructor single and multi engine ratings since 1988 and an examiner rating since 2011. He has had various flight safety, H&S, Human Factors, Training and Procurement roles in Gliding, General Aviation and Commercial Air Transport.

George joined CHIRP in May 2020.

### **PETER BARKER**

**Helicopter Club of Great Britain**



Peter graduated with a Master's Degree in Engineering from The City University. His career in aviation commenced by being given employment in the Hawker Aircraft Ltd design office by Sir Sidney Camm. Peter worked on P1127, Kestrel and Harrier systems design before moving to Dunsfold Aerodrome to work on Harrier weapons systems flight trials.

He retired from proper employment to form his own architectural design consultancy company which specialises in the relocation, conservation and conversion of ancient oak framed buildings - the hobby that grew - successfully enough to finance helicopter flying. Peter started flying helicopters in 1985, initially Enstrom and then successively, Gazelle, Bell 206 and Hughes 500. He currently owns an Enstrom 280C which is based at home and regularly flies a Squirrel B3.

Peter flies extensively in Europe - as far south as the Greek Islands and East as far as Moscow, is an active member of the Helicopter Club of Great Britain. He has competed historically and in the last two British Helicopter Championships and is an International Judge and a Liveryman of the Guild of Air Pilots & Air Navigators.

Peter enjoys none-flying activities including fly fishing, game shooting and scuba diving.

## **JOHN BROAD**

### **Vintage Aircraft Club**



John's first flight was in a De Havilland Dragon Rapide as a pleasure flight around Heathrow with his father paying 10 shillings each for his brother and him. You could say this was his first training on weight and balance calculations as they were both weighed and positioned in the aircraft to suit.

He joined the City of Oxford Sqn No 150 of the Air Training Corps, rising to the rank of Corporal. He cadged flights in Beverley's from RAF Abingdon and a trip in a Piston Provost and DH Chipmunks plus ATC Camps around the country. An opportunity to gain an 'A' and 'B' Gliding Licence with the ATC at RAF Hawkinge was fun and followed up with more gliding from Weston-on-the-Green with the Oxford Gliding Club.

Work involved an apprenticeship with Pressed Steel Co at Cowley followed by 38 years in all the incarnations of the motor industry on that site and at the Swindon plant specialising on Press Tooling. A part time job, starting in the year 2000, as a technician in Jacobs Engineering working on bridges and structures has been concluded as with all the aviation work, he didn't have time to go to work! A concentrated course starting on the auspicious date of April 1st 1969 gained him his PPL (A) flying Cessna 152's at Wycombe Air Centre. Many trips around the UK and Europe with the touring group set up between the Pilots at the Air Centre proved educational and fun. Other types flown include Piper Cubs, Chipmunk, Luscombe Silvaires and passenger in the Harvard plus some hours as Pilots Assistant in a Beech Kingair operating from Heathrow.

When the Flying Club rental price exceeded £2 per minute, John and a colleague bought an Aeronca Champion 7AC, which taught them both a huge amount about flying real aircraft.

Joining the Vintage Aircraft Club and eventually taking on its Chairmanship has allowed contacts with many superb airmen and craftsmen, although he has now resigned chairmanship of the Club. As a member of the old PFA and the Oxford Strut, John joined the organising committee. He also represents the VAC on various safety organisations and committees; CHIRP, GASCo, AIWG, etc.

John's other interest is mainly motorcycling, especially vintage types and is a member of the VMCC, Ariel Owners Club, BMW Owners Club, Motorcycle Action Group and the British Motorcyclists Federation.

## **ROB BUCKLEY**

### **Large Model Aircraft Association**

Rob was elected in 2011 as secretary of the UK Large Model Association, and since 2015 has worked with the UK DfT, CAA and the other UK model flying associations to steer and define the national implementation of model flying regulation under the EASA unmanned aircraft rules. He also sits on several CAA working groups representing the interests of model aircraft flyers. In 2016, he was a founder member of the European Model Flying Union and is an executive board member. He started flying model aircraft in 1982, and has built and flown everything from free flight gliders to turbine powered aircraft but never really got on with helicopters.

He trained as an aeronautical engineer, and since 1996 has worked on the design, airworthiness and certification of balloons, airships, light aircraft, airliners and both large and small unmanned aircraft platforms as a chartered mechanical engineer. He additionally brings experience of the identification and mitigation of human factors and human error in large aircraft maintenance. He gained a fixed wing PPL in 2018 and now has a share in a permit to fly vintage aircraft based at Compton Abbas.

## **RACHAEL CASTON**

### **Director UK Airprox Board**



The sole objective of the UK Airprox Board is to assess reported Airprox in the interests of enhancing air safety. The Director UKAB chairs the Board and leads the Secretariat, thereby providing a managerial link between the two teams. The current Director learned to fly at 16 under the RAF Flying Scholarship scheme and obtained her private pilot's license shortly after turning 17. She graduated with an Honours degree in Aeronautical Engineering from Bristol University, throughout which time she was an active member of Bristol University Air Squadron.

She joined the RAF as a pilot in 1996 and was posted to 47 Sqn on the C130K Hercules in 1999. As a captain and specialist tactical instructor, most of her operational flying career was spent in Afghanistan and Iraq flying both the C130K and J models. The ubiquitous role of the C130 Hercules also allowed her to build a varied portfolio of global flying experience stretching to all continents apart from Antarctica. Various staff and command tours followed including a tour as Officer Commanding of 30 Sqn RAF. Her last tour in The Service was as the Director of the RAF Division at the Defence Academy of the UK (Shrivenham) where she was responsible for the post graduate military education of all officers up to and including the rank of Sqn Leader.

## **DAVID COCKBURN**

### **Independent**



David Cockburn is a Liveryman of the Honourable Company of Air Pilots, a Fellow of the Royal Institute of Navigation, and a member of AOPA's Training Committee. He is the author of the Radio Aids volume of the series "Ground Studies for Pilots" published by Blackwell, and the series of PPL training books published by Pooley.

He served for 28 years in the Royal Air Force as a pilot, initially on the Vulcans and Canberra, then on Jet Provost and the Chipmunk. On the Jet Provost, he served as an instructor first of navigators then of pilots in basic flying training. His final flying tour was teaching elementary flying on the Chipmunk.

He started flying gliders in 1965, eventually effectively ceasing in 1996 having gained the FAI diamond badge, flown in several national championships and been Chief Instructor of 4 clubs.

Having gained his PPL in 1965, he obtained his commercial licence in 1995 after leaving the RAF and his airline transport licence in 2001. He has been a CAA flying instructor since 1995 and a PPL examiner since 2003, on single engine piston aeroplanes and touring motor gliders, and is currently the Head of Training of the Light Aircraft Association's Pilot Coaching Scheme.

After working for a while as an aviation lecturer in Saudi Arabia, he joined the UK Civil Aviation Authority in 1999, where he was employed until 2013 as the General Aviation Safety Promotion Officer, presenting CAA safety evenings around the country and editing GASIL and the GA SafetySense leaflets. He continues to instruct and examine in his free time, and has recently returned to gliding.

## **SIMON DALE**

**FPV UK**



Between 2008 and 2018, Simon founded and ran the UK's first FPV supplier (which sold probably the first consumer 'drone' kit in the UK in January 2010), a drone wholesaler, and the UK's only DJI recommended repair centre - Drone Doctor. He now serves as Chief Executive for FPV UK. An association of over 5,000 drone and model aircraft operators which is recognised and audited by the CAA. Its members are each registered with the CAA, and have done an unmanned aircraft competency test. Over the last twelve years Simon has been part of many and various CAA/ DfT/ BEIS/ NATS/ NPCC working groups and industry panels relating to unmanned aircraft, mid-air collisions, electronic conspicuity, remote ID, etc. He has also given evidence to the House of Lords and House of Commons Select Committee on drones.

Simon co-founded Airprox Reality Check to more thoroughly investigate airprox reports which apparently involved unmanned aircraft. This work was important in changing the way the UK airprox board presents its reports publicly and how the media subsequently reports on this topic.

## **ROD DEAN**

**Independent**



Rod Dean joined the Royal Air Force in September 1962 and spent just over 21 years in the service. During that period he was continually involved, after training, in flying on either operational squadrons or Operational Conversion Units/Tactical Weapons Units. These included, on the Hunter, 43 Squadron in Aden, 229 OCU at RAF Chivenor and 208 Squadron in Bahrain. A further tour at Chivenor on 79 Squadron was followed by a tour at RAF Bruggen, Germany on the Jaguar. After promotion to Squadron Leader, a posting to Brawdy as OC 79 Squadron completed his flying with the RAF. His final tour before retiring from the RAF was on loan to the Sultan of Oman's Air Force as a QFI flying the Jaguar and the Hunter.

In 1972 and 73 he was the Strike Command Hunter display pilot at RAF Chivenor when he flew some 50 public displays over the two seasons and was the winner of the first WD & HO Wills Solo Jet Display Trophy at the North Weald International Air Tattoo in 1972. He left the service as a Squadron Leader and as a Qualified Flying Instructor and Qualified Weapons Instructor.

After leaving the RAF, Rod spent ten years as the Business Manager for a flight simulator training company followed by fifteen years with the Civil Aviation Authority. When he left the CAA he was the Chief Executive Officer of Air Safety Support International, a wholly owned subsidiary of the CAA tasked with overseeing civil aviation regulation in the UK Overseas Territories. Prior to this appointment he was the Head of the General Aviation Department. He was, most recently, the Flight Operations Consultant (and Flying Display Director during the 2010 and 2012 Airshows) for Farnborough International Limited, the organisers of the Farnborough Airshow. Rod is now the Flying Display Coordinator for a number of well known flying displays such as those at Blackpool and the Imperial War Museum, Duxford.

He spent many years instructing on light general aviation aircraft and has been displaying civil aircraft since 1984 when he retired from the RAF. Rod has flown a wide variety of World War II and immediate post-war piston fighters such as the Mustang, Corsair, Wildcat, Sea Fury, Bearcat, Hurricane, Harvard, Skyraider and, favorite of all, the Spitfire. He has also flown a number of vintage jet aircraft such as the Meteor, Vampire, Venom, T33, F86 Sabre and, not surprisingly, the Hunter. He continues to fly, and display, a variety of light aircraft such as the Slingsby T67M, the Harvard and Provost.

## **ADRIAN FOUNTAIN**

**Independent**



Joined Royal Air Force on leaving 6th form as electronics engineer working on radar and missile systems. Transferred later and graduated as a flight engineer, completing operational and instructional tours on C130 and L1011. 2004 gained PPL. 2006 left Royal Air Force and joined a test evaluation Sqn at MoD Boscombe down, completing many varied trials on

multiple aircraft types, including air to air refuelling, glass cockpit upgrades and aircraft certification activities. 2017 Aeromedical Survival Training Centre MoD Boscombe Down. Responsible for delivery of aircrew maritime survival, Human Factors, CRM, Aviation Medicine training to civilian and military aircrew, flight test engineers. From 2004 to date has remained current in General Aviation and active within the local club being the flight safety representative.

## **ANTHONY GEE**

### **British Gliding Association**

On first getting airborne at age 14 in a Tiger Moth from a local farm strip, Tony switched from models to full-scale aviation. School was followed by 6 years at the Royal Aircraft Establishment, Farnborough and the RAF Institute of Aviation Medicine, specialising in instrumentation and homosapiens' limitations. A sojourn in higher education led to research and a Doctorate in (nanometric) measurement and control and his career thereafter embraced posts at Reading, Surrey and Cranfield Universities in Mechanical/Manufacturing Engineering with sabbaticals in USA and Brazil.

Having commenced gliding at Farnborough, he is one of a select few who soloed and learnt pilotage skills in its hallowed air. With 4000hrs logged, mostly powerless, on ~120 types (of which ~70 had no second seat), type-conversion assessment issues are particular interests, including effects of scale, span, human performance limitations and pre/post stall handling.

He holds the Gliding Gold Cert., a Full Category Instructor Rating, is Safety Officer for an RAFGSA Club and a BGA Regional Safety Officer. He has served on the BGA Safety Committee, represents it on the GASCo Council, advises Brunel U Flight Safety Lab and is a member of Royal Aeronautical Society GA Committee.

Academic interests continue in astro-instrumentation as a Senior Research Associate in the Dept of Physics and Astronomy, University College London.

## **MIKE GUNSTON**

### **British Balloon & Airship Club**



On leaving grammar school in 1973, Mike joined NATS (as it was to become) as a trainee Air Traffic Control Officer. On graduation, he worked for NATS for 44 years as an ATCO at places diverse as Sumburgh (Shetland Isles), Glasgow, Manchester, London Heathrow and also, the area control unit at Swanwick. A pilots licence for light aircraft came with the job and in 1990, Mike decided to try out hot air ballooning.

He has a current PPL for both Airplanes and Balloons and is on the main committee of the British Balloon and Airship Club (BBAC). Mike flies a Czech Airworks Sportcruiser to get from A to B, but if he fancies floating around, he uses his Cameron Z-90.

On the CHIRP GAAB panel, Mike represents ballooning but also contributes his knowledge of fixed wing and Air Traffic Control to the debate.

**SCOTT HADDEN**

**Independent (Air Traffic Control)**



Scott was born in Fife, Scotland in 1973 and from a very early age wanted to become a commercial pilot. However, after years of commitment to that path (he started flying at the age of 12), Scott made the difficult decision in 2001 not to pursue a flying career due to the post 9/11 employment landscape at that time.

He then joined NATS in 2002 to train as an Air Traffic Controller. After training, he was initially posted to LATCC West Drayton in Terminal Control which, in 2007, closed with the unit relocating to Swanwick in Hampshire. Since then, he has worked on various projects within NATS such as the next generation Flight Data Processor, controller tools and workstation.

Scott has been a GATCO (Guild of Air Traffic Control Officers) member since 2002 and a GATCO Board member since 2012 in the role of Manager Recruitment and, more recently, Manager Benefits and Admin. Scott is passionate about the future of Air Traffic Control from a professional and technological standpoint and hopes to make further contributions in these areas in the years to come. He still flies for fun and is now a keen Instrument Rated GA pilot which gives him an exposure to ATC from 'the other side'. He is also a bit of a car nut and has a love for all things mechanical, especially those that are petrol powered!!

Scott is honoured to be on the CHIRP ATAB and GAAB and hopes that his experience and expertise can play a small part in the process of further advancing aviation safety.

**JANE HANNICK**

**Senior External Safety Specialist, NATS Safety Service**

**MARTIN HILL**

**Independent**

**STEVEN HOARE**

**AAIB**

**ROB HUGHES**

**Chief Executive, British Microlight Aircraft Association**

**DAVID JAMES**

**GA Unit, CAA**



David started his career in aviation in 2018 having left a longstanding role in Employment Law. He obtained his FISO license in 2018 and gained validation at Coventry in 2019 where he has worked full time since. He is a member of the GAAB representing GATCO.

David gain this PPL(A) in 2015 learning in a Grob 115 for which he still has a soft spot! Since then he has flown a range of aircraft and finds himself mainly in the trusty PA28 owned by the club he is an active member of. He has flown aircraft all over the UK and recently started to venture into Europe, hoping to fly around the nordic countries.

To further his knowledge, he is hoping to complete his IR(R) soon and move into flight instructing, focussing on the LAPL and Class Ratings.

**PAUL MAHONY**

**British Hang Gliding and Paragliding Association (BHPA)**



**CHRIS MASON**

**GA Unit, CAA**



Chris has worked in the aviation industry since leaving school, gaining a wealth of experience covering a wide variety of aircraft and airport safety, security, operational and technical matters. He has held senior and diverse roles with British Airways, Air Foyle/Antonov, SITA, European Regions Airline Association and currently the Civil Aviation Authority.

Throughout his career Chris has attained valuable experience and expertise in a vast array of aviation disciplines, including aircraft performance, airport inspections, cargo charter operations and navigation/aeronautical information management. As a result Chris has travelled extensively both within Europe and Globally, sitting on various aviation safety and security consultative committees requiring liaison with numerous government and regulatory bodies including EASA, European Commission, ECAC, IATA and Eurocontrol.

In his current role at the Civil Aviation Authority he works within the General Aviation Unit combining two roles, working as a Flight Standards Officer with the Air Display team and as primary Subject Matter Expert within the Operations team investigating Mandatory Occurrence Reports and Alleged Breaches of Air Navigation Legislation.

In his spare time Chris is in the process of gaining his PPL, enjoys travel and plays badminton to league and national level.

### **TOM McCORMACK**

#### **Manager of Air Traffic Services**



Tom joined the RAF at age 16 as a Halton Apprentice and graduated at BSc level in Electrical and Electronic Engineering. He served in RAF for 11 years – travelling worldwide. Following the RAF, Tom had several very different careers that have given him a wide range of knowledge of both technical and commercial topics. This includes: Electrical, Electronic and Mechanical Engineering, Civil and Military Communications, plus 40 years of business consulting and managing £ multimillion Business Change programs across a range of industries including Avionics, Defence and Global Aerospace manufacturing. Tom started flying gliders in the ATC age 13, and at 14, becoming a staff cadet at North Weald & Debden RAF GS. He gained his PPL via a scholarship at RAF Goose Bay Labrador, followed by 2 years of bush flying (on wheels, ski's, floats and amphibians).

Tom has owned shares in several GA aircraft, the current aircraft being (a Piper PA32-300) since 1985. He gained IMC and NR in 1977 and CRI in 1999 – all still current. Tom has flown extensively around the UK, Europe and the world, for example: 3 x transatlantic crossings + trips to North Africa and Cyprus - and on business trips all over Europe. Tom is current on most SEP's including 3 axis microlights, tailwheel and complex and is experienced in teaching pilots how to use GPS navigation products alongside traditional navigational techniques. He has approx 6400 hrs total PIC, including approx. 900 hrs IMC/IFR and 500hrs instructing. Covid excepted, Tom has been flying approx. 400 hrs per year over the last 4-5 years.

### **ANDY ORMSHAW**

#### **Manager of Air Traffic Services and Airfield Accountable Manager at Cornwall Airport, Newquay**



Andy Ormshaw is the Manager of Air Traffic Services and Airfield Accountable Manager at Cornwall Airport, Newquay. Andy joined Newquay in 2008 to transition the airfield/ATC from military operation - RAF St Mawgan - to a purely civil licensed airport. Previous to that he had been the Air Traffic and Safety Services Manager of Leeds Bradford International Airport.

Andy started his career in the RN, initially as a Seaman Officer, becoming a Fighter Controller and ATCO after his initial sea training. He qualified as a Civil ATCO before leaving the RN to start work at LBIA in 1995. He retains a current ATC operational status, and after many years of being financially grounded by family commitments is attempting to regain his PPL. Andy joined Chirp in July 2021.

### **DAVID PHIPPS**

**Chief Executive, The British Model Flying Association (BMFA)**



Dave was appointed as BMFA General Manager in 2003 and became CEO in 2005. He has also served as the Co-ordinator for the BMFA Power National Championships since 2010. The BMFA is the oldest and largest Association within the Royal Aero Club, formed in 1922 and currently with 33,000 members.

Dave has been a member of the BMFA since 1983 and has flown gliders, fixed wing powered aircraft, helicopters and multi-rotors. He is a current member of the Shillito Wood Model Flying Group which is one of the BMFA's 840 Affiliated Clubs.

He became General Secretary of the Royal Aero Club in 2009, Europe Air Sports Technical Officer for Unmanned Aircraft in 2015 and a member of EASA's Expert Group on Unmanned Aircraft in 2016. He is also a director of the General Aviation Awareness Council.

In 2016, he was a founder member of the European Model Flying Union along with colleagues from the German, Austrian and Swiss Aero Clubs who came together to formalise support for his ongoing work with EASA on behalf of the wider model flying community. He was voted in for a second term as President in June 2019. The EMFU currently represents 125,000 model flyers throughout Europe.

Dave has led the UK model flying community in their negotiations at national level with the UK Government and CAA and has been asked to Co-Chair the Drone and Model Flying Committee within the All Party Parliamentary Group for General Aviation.

He lives on the edge of the Peak District in Derbyshire with his wife Janine. He has two grown up children, the youngest of which is studying to be a Vet. In his 'spare' time he is Chairman of his local Parish Council and Village Hall Committee.

## **DAN PRYCE**

### **Independent**

Dan Pryce started his aviation career learning to fly at EGSE – Ipswich Airport. An ambition to be a commercial pilot was furthered with an IMC and twin rating, but then he discovered air traffic control, or at least the GA equivalent, at the same time as running out of money for an ATPL.

Dan has worked as an air/ground operator and FISO at various airfields including Ipswich, Elmsett and Old Buckenham. Turning down a career with Eurocontrol, but rebuffed by NATS, when Ipswich closed he found himself at Wattisham as an Air Traffic Assistant. Great fun was had flying in (and occasionally flying!) lots of helicopters courtesy of the Army Air Corps.

Finally NATS gave in and took Dan under their wing in 1999. Four years at Farnborough flew by (all puns intended), and his love of GA ensured he enjoyed every minute of providing a LARS service, even on a sunny Saturday. Dan would regularly join the fray as a member of the Farnborough Aero Club. Providing a Radar Advisory Service (remember that?) to bizjets in uncontrolled Class G was not so much fun though.

Moving to Stansted Airport to be closer to home, but sadly having to give up radar (which for all the London Airports is done centrally) Dan has remained there ever since and is currently a Watch Manager and the Unit Safety Manager. A love of airshows, which started at Wethersfield in 1984 and was strengthened by being part of them at Farnborough, has continued with the occasional busman's holiday as part of the air traffic team at RIAT Fairford.

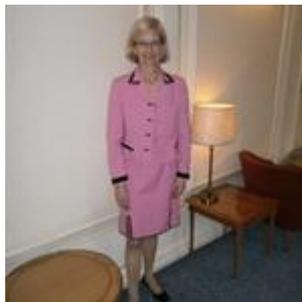
Being part of the CHIRP General Aviation Advisory Board allows Dan to give something back to the industry that started his career.

## **CAPTAIN NIGEL RHIND**

### **Independent**

## **DOROTHY SAUL-POOLEY**

### **Master, Honourable Company of Air Pilots**



Dorothy Saul-Pooley originally qualified as a Solicitor and worked in the City for several years before learning to fly. She left the law in the early 1990s to gain a CPL (A) and Instructor Rating and worked as an instructor full-time for several years. She then continued to instruct part-time whilst working as an Aviation Lawyer, finally reversing the balance in 1999 to instruct full-time on Instructor courses and act as a part-time aviation consultant. Having successfully run FI courses at Shoreham for a number of years, Dorothy set up Pooleys Flying Instructor School in early 2005 to specialise solely in the

training of Flying Instructors and Examiners. The school held approval for Instructor and Examiner Refresher seminars. Dorothy sold the school in 2018 to concentrate on writing projects and independent consultancy and has continued to provide input to a successor company delivering instructor seminars.

In addition to holding an ATPL(A) and FIC/FIE ratings on aeroplanes, Dorothy is unique in holding a CPL(H) and is also qualified as a helicopter instructor.

Dorothy was the first Chairman of the Instructor sub-Committee and is also a past Chairman of the Education and Training Committee of the Honourable Company of Air Pilots (formerly known as GAPAN). She has served on the Court of the Air Pilots since 2001 and was for many years on the Scholarship selection committee. She has served on the Trophies and Awards Committee since 2007. Dorothy was installed as the Master of the Honourable Company on 17th March 2014 and when she completed her term of office, on 9th March 2015, was installed as the Immediate Past Master.

Dorothy is a Liveryman of the Worshipful Company of Stationers, a director of Air Pilot Publishing Limited and a Court member of the Guild of Freemen. In addition, Dorothy is the Founder and Chairman of the Professional Flying Instructor Association, the Governor of the British Section of the 99s, International Women Pilots Organisation, the founder and past Chairman of the Southern England (Concorde) chapter of Women in Aviation International and the author and editor of a number of training manuals.

## **STEVE SLATER**

### **CEO, The Light Aircraft Association**

Stephen Slater, became Chief Executive officer of the Light Aircraft Association on 1st September 2015, working on behalf of around 7,500 members who operate over 4,000 sport aircraft.

Stephen joined the Association from a successful career in PR and marketing communications where he ran a leading agency working in sectors including aviation, the motor industry and tourism, both in the UK and in Asia. He was for 15 years 'the voice of Formula One' in the Far East, working as commentator with the Singapore-based Star Sports TV channel. He was also part of the team which created the Singapore Grand Prix, Formula One's first-ever night race.

Stephen has been actively involved in the light aviation community for around 20 years, including spells as Chairman of the Vintage Aircraft Club and Vice-Chairman of the General Aviation Awareness Council. His roots in flying go back to being a 14 year-old 'hangar brat' in the 1970s at the Middleton St. George Aero Club, at what is now Durham Tees Valley Airport, but like many he then spent time away from flying before returning when commitments allowed.

Stephen, who lives in Chesham in Buckinghamshire, owns and flies a Piper J-3 Cub based at Bicester and is co-owner and co-restorer of the 'Biggles Biplane', a replica 1914 BE-2c Royal Flying Corps observation biplane.

## **MIKE STANWAY**

### **Independent**



Mike started his flying as a Staff Cadet at No 12 AEF at Turnhouse (Edinburgh) and also obtained his PPL via a Flying Scholarship during this time. He joined the RAF from school and flew assorted types almost all of which are now in

museums! His RAF flying included 10 years on Tornado GR1/1a and 5 years as Officer Commanding Wales University Air Squadron on Bulldog and Tutor; he was also one of the RAF representatives on the UKAB for some years. After leaving the Service he was 'persuaded' by his Son to gain his civilian FI rating. Mike also serves as Flying Display Director for the RAF Cosford Airshow and holds a A/G RT licence for comms at smaller display events.

## **ROB TAYLOR**

**Independent**



Rob Taylor has been an SEP (A) PPL holder since August 2004 and has logged just under 900 hours total time in fixed wing aircraft. He currently holds a class rating instructor rating, night rating, and plans to add an IR(R) rating when time allows. His passion for aviation started when he was at primary school where he would pretend to be a fast jet and take off with his arms stretched before being swept back for high-speed flight. A few years later, he progressed to 'flying' a beautifully made metal Spitfire attached to the end of a length of string, which was lost to centrifugal forces when a knot failure caused it to detach. It was an important first lesson in flight safety.

Rob started his career working for a firm of accountants where he discovered an interest in computer audit. He qualified as a Certified Information Systems Auditor and joined Standard Chartered Bank travelling throughout Africa, the Middle East and Asia, reviewing IT security and operations. After a short time with Citigroup, Rob joined Swiss Re as a technology auditor but was quickly seconded to the Chief Risk Officer to resolve critical problems he found with their payment systems. Building upon the success of this assignment, Rob undertook further challenges identifying root causes of highprofile problems with data and processes throughout the company and managing their resolution. He left Swiss Re in 2018 for his most challenging role as Head of Offspring Development with responsibility for his son's journey into primary school. Outside the school-run hours, Rob now offers consultancy services to businesses covering the full scope of his experience and creates digital animations and media.

## **NICK WALL**

**Independent**

Nick Wall is an aviation journalist focusing mainly on safety issues. A former Editor of a wide range of GA aviation magazines, he is, and has been, both a GA and glider pilot for many years.