

181 PILOTS FOR UNIT LIGHT AIRCRAFT

1. Approval has now been given for the employment of RM other ranks as Unit Light Aircraft pilots in addition to officers. The consequent additional instructions are now incorporated into this Order and RMRO 227/64 is therefore cancelled.

2. a. Officers and other ranks are required as volunteers for training as helicopter pilots.
b. This Routine Order lays down the eligibility, standard of fitness, tour of duty and conditions of service.
c. Flying training is carried out at the Army Air Corps Centre, Middle Wallop, near Stockbridge (nearest Railway Station - ANDOVER JUNCTION). The present length of the course is 31 weeks excluding periods of block leave during the course. Duration of courses is subject to variation in the future.
3. After successful completion of a light aircraft course, pilots will be eligible to wear the Army Flying Badge and will be given the specialist qualification of "Light Aircraft Pilot". Details of the Flying Badges to be worn by officers and other ranks will be included in the next reprint of Dress Regulations. Awards of the qualifications will be published in Symbol Lists attached to monthly Army Orders, and in RMROs as follows:

Light Aircraft Pilot - helicopter 'ph'

Special Service Pay (Flying)

4. Pilots will be eligible for Special Service Pay (Flying) at the rates and conditions applicable to Army Officers and other ranks. The current rates of SSP(F) are:

	Daily rate
a. <i>Officers</i>	
(1) While under training as pilots	6s 0d
(2) First tour of flying duties Major and below	16s 0d
(3) Second and subsequent tours of flying duty	
Lieutenant	20s 0d
Lieutenant (after 1 year in rank)	22s 0d
Captain	22s 0d
Major	22s 0d
Lieutenant Colonel	16s 0d
b. <i>Other ranks</i>	
(1) While under training as pilots	6s 0d
(2) First of tour of flying duty	7s 6d
(3) Second or subsequent tours of flying duty	
QMS	14s 0d
Colour Sergeant	12s 0d
Sergeant	10s 0d

Aircrew Tests at Biggin Hill

12. All pilot candidates must take a series of intelligence and aptitude tests. Each test is preceded by a standard and adequate set of instructions, which includes practice questions. They are tests of common-sense and experience of everyday practical things - not of technical knowledge. However, candidates are strongly advised to prepare themselves for the tests and in order to assist them in this preparation, a general description of the tests is given below:

a. *Everyday Science*

This is a test of everyday scientific knowledge.

b. *Mathematics*

(1) *Part 1.* Includes simultaneous equations and mathematical problems.

(2) *Part 2.* Time and distance problems including fuel consumption calculations.

Education Attainment

c. Questions on general knowledge and comprehension of the English Language.

Progressive Matrices

d. A series of geometric patterns that test the candidate's reasoning ability.

Mechanical Comprehension

e. Questions on a series of diagrams on simple mechanical contrivances (pulleys, gears, etc).

Instrument Comprehension

f. (1) *Part 1.* A test of the candidate's ability to interpret the reading of six dials

(2) *Part 2.* The candidate has to relate the readings on two dials to illustrations of aircraft in flight.

Neither Part is technical in any way.

g. Practical tests of the candidate's co-ordination of eyes, hands and feet.

Military Knowledge

13. All officers and NCOs selected for flying training are required to have the following basic military knowledge by the time they join the course:

a. Organisation of basic infantry and armoured formations, down to company or equivalent level.

b. Elementary tactics at infantry platoon level.

c. Radio voice procedure for control of a net and one-to-one working.

d. Staff duties in the field for message writing, issue of verbal orders and conventional military symbols.

e. A high standard of map reading.

f. Outline theory of the IC engine.

Applications

14. Applications should be forwarded to the Department of CGRM (through DOPAR for NCOs). The recommendations of Commanding Officers will be taken into account when selecting volunteers for training.

Selections

15. Selections will be made by the Department of the CGRM, who will arrange for aptitude tests and medical examination.

Tour of Duty.

16. There are likely to be fewer ULA flying appointments in the UK than abroad. It will not be possible, therefore, for all ULA pilots to be employed on flying duties whilst serving in the UK. Neither is it possible to lay down specific periods for employment on flying duties. The aim will be to return officers and other ranks to Corps Duty after completing a reasonable period on flying duties. Depending upon the requirements of the Service, they may be called upon to carry out further periods of flying duties on completion of tours on Corps Duty.

Refresher Flying Training

17. ULA pilots, selected for second or subsequent tours of flying duties, will attend a refresher course of up to four weeks duration at the Army Air Corps Centre before such appointment.

Gratuities

18. Short Service Commission List officers selected for flying duties will continue to be eligible for gratuity at the rate of £180 for each year of service.