

	
<p>David Roberts extract from UK "Flyer" Forum 11 Nov 2020</p>	<p>On a sad note to end, the driving force for the last 50 plus years behind lightened medical requirements including self-declaration medicals, Dr Peter Saundby, passed away last week at the age of 88 after an illness of 2 years which left him immobile. One of the true greats in defending the rights of light aviation pilots has taken his final thermal. Anyone who would like to contribute to a testament to Peter, please PM me.</p>
<p>Bob Henderson (New Zealand)</p> <p>Immediate past President (2018 - 2020) and long time board member of the Fédération Aéronautique Internationale (FAI)</p>	<p>It is with deep regret that I share with you the sad news that Dr Peter Saundby died peacefully at home late last week. As I think many of you will know, he had been seriously ill for quite some time.</p> <p>Our thoughts are with his family at this time.</p> <p>Peter made a tremendous contribution to air sports in general over many years and to gliding in particular, serving as an FAI Vice-President and President of CIMP, the Medico-Physiological Commission, and also as a tireless campaigner for rational legislation at European level in Europe Air Sports.</p> <p>He was always an outstanding example to the aeromedical community and his services to FAI include the fact that private aeronautical activities in Europe owe him a debt for being instrumental in reducing the impact of the bureaucracy surrounding recreational aviation without which it would be so much more difficult and expensive for the regular pilot, be he/she flying gliders, balloons or general aviation to enjoy their sport.</p> <p>Peter was an example to all of us and he will be much missed.</p>
<p>Dr Marja Osinga-Meek,</p> <p>President of the FAI Medico-physiological Commission (CIMP)</p>	<p>The FAI has received the sad news of the passing of Peter Saundby, FAI Companion of Honour, President of Honour of the FAI Medico-Physiological Commission (CIMP)..</p> <p>Despite his serious physical condition in the past years, he was still interested in aviation and aeromedical issues until his last day. We have lost a good friend, an amiable colleague, a proficient glider pilot and a tireless campaigner for rational legislation in air sports.</p> <p>We are grateful for the results he has achieved and we will continue his dedicated work in aviation medicine.</p>

## Contributions December 2020 to Obituary and Tribute to Dr Peter Saundby

<p>Dr Marja Osinga-Meek, FAI CIMP President (cont)</p>	<p>It is with great respect that we think of our friend and colleague Peter. In the FAI-CIMP, the Medical-Physiological Commission of the World Air Sports Federation, Peter started as a delegate of the UK, and in the years following he was Secretary, President, Honorary President and Companion of Honour, a high distinction within the FAI. He published many scientific articles in leading magazines and aviation medicine books. In Europe Air Sports he was coordinator of medical affairs.</p> <p>The first time I met Peter was in Germany, at a meeting, with many other aeromedical doctors. I came from the Netherlands, with a colleague, to discuss the medical regulation in aviation medicine. Peter was in favour of a rational regulation, tailored to the specific kind of the air sports. For us as Dutch doctors, it seemed to be a too loose a regulation, and we wanted to discuss Peter's point of view. However, we were completely stunned by the way Peter defended his position. With many words, many examples, many figures and facts he made a big impression on us.</p> <p>It was the start of a long cooperation, after my entrance to the CIMP. Peter has convinced me on the rationality of his proposals. In the medical commission, at the Annual Meetings, our cooperation has been deepened and the arguments Peter always used, I have fully accepted.</p> <p>Peter had an enormous knowledge of figures, accident statistics and calculations to prove that the present medical regulation for air sports was not an appropriate one. Within the European rulemaking groups he was often felt to be a thorn in the side of the aviation authorities. The majority of the participants, mainly working for the authorities, rejected his proposals. His goal was to introduce the simple and safe system of the UK National Pilot Licence for several air sports, but this was not acceptable to the authorities. However, Peter was a tireless and unstoppable campaigner, and in the end, the LAPL medical certificate (Light Aircraft Pilot Licence) was accepted in Europe, fitting the younger, healthy pilots.</p> <p>Peter loved the social aspects within CIMP. During the breaks, dinners and lunches he was eloquent, and it was a great pleasure to be in his vicinity. His informal and sometimes a little bit chaotic way to act during the CIMP meetings was typically a sign that he was feeling at ease in this group of colleagues. Together with Edith he enjoyed the social events, sitting at a table, drinking a glass, and chatting with the delegates of the CIMP. For a non-native English speaker, like me, he sometimes was somewhat difficult to understand, but his intentions were clear.</p> <p>We will miss Peter, within the CIMP, within the air sports community, in Europe Air Sports, at the gliding club. The CIMP is extremely grateful for his tremendous efforts to create rational legislation. We will continue his work and we hope that we will succeed in getting appropriate medical regulations in air sports, to give as many people as possible the chance to enjoy flying activities.</p>
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## Contributions December 2020 to Obituary and Tribute to Dr Peter Saundby

<p>Dr Marja Osinga-Meek, FAI CIMP President (cont)</p>	<p>David, after I sent you the text which was read out at the cremation ceremony, I have been thinking about other facts and experiences about Peter.</p> <p>My main memory is that of an amiable, very active, always present colleague in the FAI-CIMP. He had an enormous knowledge of accident statistics of air sports in the UK and in the other parts of the world. He was completely convinced that another level of medical examinations, if it is necessary at all, should lead to the same level of flight safety. Because of his expressive way of presenting his ideas, this was not always appreciated. And because of his deafness, he was not always able to notice what others wanted to tell him.</p> <p>This was in the EASA Medical Expert Group, many years ago.</p> <p>In the BGA, he was known as a very competent medical assessor. As an active glider pilot he was aware of the impact of decrease in medical fitness and he was able to give the right advice or decision on fitness. But I think you are more familiar than I am, with his work in the UK.</p> <p>Personally, I have learned a lot from him during the past <math>\pm</math> 10 years, in the FAI-CIMP. And although in the beginning I felt skeptical about his ideas of less stringent medical rulemaking, now I see how it can help the air sports. His endless stream of articles has supported me. He was always willing to explain his belief in a new regulation more tailored to air sports.</p> <p>In the CIMP, we are now launching a proposal to introduce a new class of medical examinations based on the evidence Peter published. Just a few weeks before Peter passed away I had sent him our proposal. He was happy to read and he had no comments ! And he suggested that Max Bishop could help to introduce. Max has agreed to support.</p>
<p>Dave Unwin</p> <p>Aviation Journalist and friend</p>	<p>Air Commodore Dr Peter 'Doc' Saundby died peacefully at his home on November 6, after a long illness. He was 88. The son of Air Chief Marshal Sir Robert Saundby ('Bomber' Harris's deputy) Peter was one of the last service pilots who was also a qualified doctor. Having flown Hunters and Canberras, Peter eventually specialised in aero medicine with the RAF, retiring with the rank of Air Commodore. An indefatigable campaigner for sensible legislation for air sports, Peter made a massive contribution over many years to all air sports in general and gliding in particular, not only at club level, but with the RAFGSA, BGA and RAeC, and also as an FAI Vice President and President of CIMP, the FAI Medico-Physiological Commission. His awards and decorations are literally too numerous to mention, but one I know he was particularly proud of was that he held the UK two-seat sailplane altitude and gain of height records, with a climb to over 19,000ft (gain of 17,750ft) in a Blanik in June 1964. In retirement he settled in South Wales and became a very active member of the Black Mountains Gliding Club. A hugely experienced Full Cat instructor and tug pilot, he was also the club's safety officer. A great man, a towering intellect and a fine pilot, he did a tremendous amount for sport aviation and, beneath his brusque exterior, was one of the kindest men I ever knew. He helped hundreds if not thousands of people to either start flying, keep flying or return to flying. RIP Doc, I am honoured you considered me a friend.</p>

## Contributions December 2020 to Obituary and Tribute to Dr Peter Saundby

Dr Sally Evans MBE	Peter was an acknowledged aviation medicine expert with vast experience of evaluating medical risks in recreational aviation and I personally valued Peter's counsel and advice.
Past Chief Medical Officer, UK Civil aviation Authority	<p>He was a staunch supporter of the British Gliding Association (BGA) and the gliding community both in the UK and globally. His international standing was recognised by his election as the President of the Medico-Physiological Commission of the Fédération Aéronautique Internationale (FAI) in the mid-2000s and he was appointed as a Vice President of the FAI.</p> <p>He was also a valued colleague, great friend and a true gentleman. His kind spirit was exemplified by him bringing small gifts to meetings such as jars of home-made jam for his fellow committee members.</p> <p>I worked with Peter in my role as Chief Medical Officer (CMO) of the UK Civil Aviation Authority (CAA) and as the Chair of the European Aviation Safety Agency (EASA) FCL.001 medical sub-group that developed the common EU rules for pilot medical certification.</p> <p>As a member of the EASA group Peter fought hard to maintain the medical system based on the driver's licence medical standard which is what had been used by the UK BGA for many years. He advocated and campaigned for the EASA Class 2 medical standard for recreational flying to be set at the ICAO level rather than at the JAR-FCL 2 standard which included many supra-ICAO medical requirements. His particular interest was ICAO-compliant glider pilot certification.</p> <p>Peter assisted in developing the National Private Pilot's Licence (NPPL) medical standard that was introduced in the UK in 2002/3 allowing a medical declaration of fitness rather than a doctor's assessment for certification. This was a revolutionary move for many private pilots at the time. The NPPL experience assisted the CAA in proposing a lighter medical standard for the Light Aircraft Pilot's Licence (LAPL) than under the European Joint Aviation Requirements (JAR) regime that preceded the EASA rules. NPPL accident data was collated and used as evidence for the Commission whilst the EASA rules were being developed.</p> <p>An annual report was written by Peter for the BGA Executive summarising anonymised medical cases on which he had given advice about fitness to fly during the previous year and a summary of any medical-related gliding accidents. He was gracious enough to send a copy to other associations, the Popular Flying Association (later the Light Aircraft Association) and British Microlight Aircraft Association and to me as the CMO of the CAA. He would opine on several hundred cases each year.</p> <p>Peter continued to argue strongly to keep medical requirements for gliding proportionate in the context of an increasing regulatory environment under a pan-European aviation safety system and acted as a NPPL Medical Advisor for many years until long after his retirement from other forms of medical practice. He deserves great credit for his advocacy of a risk-based approach for recreational medical standards and support of light touch regulatory rules and that is undoubtedly his legacy.</p>

## Contributions December 2020 to Obituary and Tribute to Dr Peter Saundby

<p>Dr Jürgen Knüppel</p> <p>Past President FAI Medico-physiological Commission (CIMP)</p>	<p>The first time I met Peter Saundby was many years ago at a FAI CIMP meeting in Poland. He was Secretary at that time. His way to lead that conference was smooth and interesting. As some of us were “weak in English“ he gave us always nevertheless the feeling to be an important part of the program and having been well understood.</p> <p>Peter had been a RAF One Star General (<i>edit: German version of One Star Officer</i>), flight surgeon, a former military jet pilot, still flying gliders as an instructor and a tow pilot in Wales. We had a similar background with a lot of interesting exchanges.</p> <p>I also learnt that his father had also been a fighter pilot in WWI, and a General Officer in WWII, worked closely with RAF Air Chief Marshal Arthur Harris.</p> <p>Peter was proud to show his colour paintings, various drawing books of his father, who remembered “WWI dog fight situations“ during that time.</p> <p>Peter Saundby became a role model for most of us in the international FAI CIMP group. He was philosophically, and through his medical practise and experiences as a pilot himself, convinced that glider pilots don't fall out of the sky incapacitated by illnesses, do not produce third party casualties on the ground ! Only military pilots would require a medical test to find out their best performance to fly a fighter Aircraft ! It produced a lot of opposition in the international Aeromedical Examiner Group. His argument that money spent on examinations worldwide did not at all improve flight safety but increased only the income of the AMEs ! Money should be spent on flight safety and training.</p> <p>By surprise he could also present well-calculated and by scientists respected statistics that underlined his position. In those discussions he was always polite, friendly and patient. When the EASA Medical Expert Group was formed Peter was the only Air-Sport Flight Surgeon there, promoting air sport pilots' interests in that group. He spoke for the largest pilot group in Europe the air sport pilots.</p> <p>Having been stationed with the RAF all around the world he developed to a cosmopolitan attitude. He knew how to communicate in a kind and friendly way. The FAI Medical Commission profited a lot from his exceptionally competent example.</p> <p>As the later well-respected President of the FAI Medical Commission he soon caught the attention of all the FAI Air Sport Commission Presidents as well the Europe Air Sports community. The FAI General Conference honoured him with th e award of a lifetime “Companion of Honour”.</p> <p>I had the honour to visit him with my two daughters on a UK trip to Wales. After having seen his gliding club and the “aircraft carrier” type glider field in the mountains he told me, considering the age at which he would retire from being an active gliding instructor he would continue to fly as a tow pilot.</p> <p>Some day we decided to have our annual FAI CIMP Meeting in England, at Oxford. Besides our conference we were introduced to all the museums and the ancient University. Cultural exposures to the group were always highlights. In the UK Peter Saundby brought us an unforgettable insight into RAF history and British culture.</p>
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## Contributions December 2020 to Obituary and Tribute to Dr Peter Saundby

<p>Dr Jürgen Knüppel (cont)</p>	<p>Peter was married to Edith, his amiable, prudent wife. They have a son and a daughter. She was often the primary kind contact on the phone, but also mostly present during our meetings. One afternoon in Austria the “CIMP wives” sat together chatting about Vienna. A foreign lady of the group, basically capable in English, was looking to translate a German word into English. Unexpectedly Edith helped her in fluent German - so European WWII history caught us by surprise ! Edith told us, she was born in Vienna. In the late thirties she left Austria in a group of children to England, without her parents. Finally studied also Medicine, where she met Peter.</p> <p>Several Flight Surgeons in Europe consider Peter Saundby as one of the most highly committed and capable European Aeromedical Pilot Physicians. As an experienced Flight Surgeon and Pilot, having understood all about the international civil and military differences in aviation medicine he has left us fortunately some valuable heritage. CIMP doctors collected during the last weeks in summer 2020 all available publications of Peter Saundby. In the name of FAI CIMP David Bareford / UK Gliding / Royal Aeroclub printed the collection and sent it a few weeks ago to Peter. He approved these old AeroMed Papers personally again, so we were informed.</p> <p>Peter and Edith travelled a lot around the world; In one European country Peter told us he visited a gliding field in the countryside, asking a local pilot how they were following the published rules and regulations? The pilots' answer was: “You know, Sir, our authorities are located in our state capital. And that is far away”.</p> <p>A few years ago Peter phoned me, saying he would like to arrange for his grandson Laszlo (on vacation from Paris) to experience a flight in a glider in Germany. I met Laszlo close to Frankfurt and visited Champion Holger Back in the Taunus mountains. He enjoyed the glider ride. Edith told me two weeks ago that Laszlo studies medicine in Scotland ! Peter was happy about it.</p>
<p>The Saundby Sword - from BGA news early 2019</p>	<p>Dr Peter Saundby has served gliding for at least 50 years. In addition to providing support in a variety of club and association roles, Peter has used his vast aeromedical knowledge and experience to great effect to inform and freely advise and support pilots, clubs, associations and regulators. Peter, who is currently unwell, has always been a great advocate of improving safety. He has very generously donated a ceremonial sword, issued to his father in 1926, to be used as a safety award to be presented periodically by the BGA to a deserving BGA club. Peter's father, Air Marshal Sir Robert Saundby served in the RAF from the end of WW1 until his retirement in 1946. During his time as an RAF flying instructor, Air Marshal Saundby actively promoted improvements to flight safety. It was agreed that the 'Saundby Sword' will be presented to the BGA at the conference on 2nd March 2019.</p>

## Contributions December 2020 to Obituary and Tribute to Dr Peter Saundby

<p>Pete Stratten, CEO, British Gliding Association</p>	<p>I first became aware of Peter Saundby in the late 1980s when he was a member of the BGA Executive Council and saw him in action regularly at the annual Inter-Services Gliding Championships.</p> <p>During a competition held from Abingdon we became aware of a competitor who had crashed during an out-landing at Bicester airfield. The first person on the scene was fellow competitor Peter Saundby who landed safely at Bicester. On arriving at the inverted SHK that was broadly in one piece straddling a ditch, it is reliably reported that Peter knocked on the upturned fuselage and shouted, 'is anyone alive?' Thankfully the pilot was not seriously injured and recovered back to flying health.</p> <p>As CFI at Bicester in the mid-1990s, I had the pleasure of being involved with helping less experienced syndicate members of Peter's Janus C convert to the aircraft. Peter was typically generous with the glider, allowing other Bicester members to occasionally fly the glider.</p> <p>Although I was fortunate in not needing Peter's wise pilot fitness counsel for my own needs, when in due course I found myself working for the BGA it soon became clear to me how much work as BGA medical advisor Peter put into advising GPs, pilots and clubs as well as ensuring recreational air sport was equipped with a watertight evidence that pilot medical declarations based on driving licence standards are proportionate and effective. It was only a matter of time before the UK CAA adopted a similarly informed view. Although EASA appeared to be unmoving on the topic, it's not that well known that in recent years EASA proposed a pilot medical self-declaration trial which was not supported unfortunately by a majority of EU Member State national aviation authorities. Peter's papers, supporting use of General Practitioner doctors to advise on their patient's suitability to fly, provided detailed issues with mental health and AME delivered medicals that long pre-dated the terrible German Wings disaster in March 2015 in the French Alps. His peerless knowledge of international aviation medical matters, risk management and air sport and his deep understanding of the needs and limitations of individuals who simply want to fly will be a difficult act to follow.</p>
<p>Max Bishop,  Past Secretary General, FAI</p>	<p>Dr Peter Saundby was the son of Air Marshal Sir Robert Saundby.</p> <p>Steeped in RAF and aviation lore from an early age, Peter may also have inherited from his father a very wide range of other interests. That made him fascinating company for anyone with an enquiring mind - he was happy to share his vast and varied store of knowledge and experience with anyone who was interested.</p> <p>He qualified in medicine at Bristol University. According to this website, this was in 1956. Peter's wife, Edith, was a fellow medical student at Bristol. During his time there, he was a member of the University Air Squadron and flew Tiger Moths and Harvards there.</p> <p>He joined the RAF as a Medical Officer (MO), but at that time, a limited number of MOs were selected for pilot training to provide a cadre of doctors, specialising in aviation medicine, who actually knew what flying was all about. He put his wings to good use whenever he could, especially during the time he spent working on medical aspects of flight safety at the Institute of Aviation Medicine at Boscombe Down, also home of the Aeroplane and Armament Experimental Establishment (A&amp;AEE). That gave him opportunities in the course of research projects to fly various types including the legendary Hawker Hunter.</p>



## Contributions December 2020 to Obituary and Tribute to Dr Peter Saundby

Max Bishop, (cont)	<p>One of Peter's very early assignments as a junior Medical Officer was a 6-month detachment to the isolated Atlantic island of St Kilda, west of the Outer Hebrides. The last permanent residents had been evacuated at their own request in 1930, and the island was now occupied only by a radar establishment. The fit young men who manned the base didn't have much need of a MO so Peter was able to spend a great deal of time admiring the gliding performance of the gannets and counting them for the conservation charities.</p> <p>Over time, Peter occupied many key posts in the RAFGSA, including Secretary and Vice-President, responsible for glider procurement. He directed at least one Inter-Services Gliding Championship in the early 1970s at Cosford. One day looked hopeless – low cloud, strong SW wind - no chance of flying we thought. But we hadn't reckoned with Peter's inventiveness and determination to get us all into the air. He set a task with aerotows terminating overhead The Wrekin and then a 100 km dog-leg via Craven Arms Railway Station, back to Cosford. It slowly dawned on the crews that we were supposed to achieve this by using ridge lift on Wenlock Edge. Nobody got above about 1500 feet agl and everyone had a memorable flight, thanks to Peter's imagination...and courage.</p> <p>Peter led the 1982 RAFGSA gliding expedition to Omarama in New Zealand. We landed, courtesy of the RNZAF, at Wigram Air Force Base, near Christchurch, where we picked up two Blaniks that had to be transferred to Omarama – a 200-mile journey involving a mountain pass with numerous hairpin bends. We were allocated two trailers, but only one Nissan tow vehicle. For our gracious Kiwi hosts, this was "no worries". You simply attached the second trailer to the back of the first, forming a "trailer train". Now Peter was never averse to an adventure, and certainly was no stickler for the rule-book. But this was a bridge too far even for him. So one Blanik went to Omarama on aerotow... Spending time with Peter on this month-long trip was an education. He had fascinating tales to tell at every staging-post in the RNZAF Boeing 727's journey, whether about Atlantic convoys in Halifax, Nova Scotia, oil-sand deposits in Alberta or King Kamehameha in Hawaii – Peter had what's termed a "well-furnished mind"! All members of the gliding clubs he joined will remember these enlightening conversations – sometimes on long walks round the airfield perimeter.</p> <p>Throughout his time in the FAI, as delegate to and President of the Medico-Physiological Commission, and as Head of UK delegation, Peter remained true to his guiding principles: pragmatism, (no dogmatic attachment to doctrine); reliance on science (what do the figures tell us?); suspicion of vested interests; and – although sometimes he was frustrated with the inertia of bureaucracies – determination to work together internationally with colleagues to find solutions. Although he came across initially as a quintessential old-school Englishman, he was deeply committed to European cooperation. His ideas and proposals were often unorthodox, but he was anything but a disruptive wrecker, preferring to work steadily towards consensus. Although he'd spent most of his career in a strictly hierarchical organisation, he preferred "bottom-up" to "top-down" and always had time to talk to the ordinary club members. He was a great mentor and teacher. Peter had no faith in the notion that licences and regulations could ensure flight safety. For him, the keys to safety were constant training and close supervision.</p> <p>Peter's post-RAF appointment as a Consultant in Public Health Medicine in South Wales gave him a further opportunity to apply these principles in his field of professional expertise (as well as to fly gliders at Talgarth...).</p>
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## Contributions December 2020 to Obituary and Tribute to Dr Peter Saundby

<p>Max Bishop, (cont)</p>	<p>Although many in RAF gliding have tales to tell about being taken to task for various misdemeanours by Peter, deep down they probably knew his rebukes were justified. Despite initial appearances, he was a kind and compassionate man with a wicked sense of humour that occasionally emerged over a beer.</p> <p>His legacy will live on, throughout Europe and beyond.</p>
<p>Sir John Allison, KBE, CBE</p> <p>Vice- President, Royal Aero Club of the UK</p> <p>Past President, Europe Air Sports (2004-2009)</p>	<p>I first encountered Peter when I approached him for help with a thesis that I was writing for the Royal College of Defence Studies. My chosen subject was aircrew medical standards, on which I disagreed with the RAF's approach. I asked Peter, who outranked me at the time and was over a decade older, not only because he was an eminent RAF doctor (as well as a Qualified Service Pilot) but also particularly because he had a reputation as an independent thinker. I was not disappointed. Without by any means agreeing with all of my opinions, he provided me with evidence that supported some of my ideas and offered guidance in the form of the case against some of my more extreme points. I was also struck by the patience and kindness shown to me by a busy and much more senior officer.</p> <p>Some ten years later, as I retired from the service, Peter was instrumental in drawing me into Europe Air Sports, the representative body for recreational pilots across Europe as regulatory arguments raged consequent upon the formation of EASA. I became the UK delegate and was later president of that organisation and Peter was always prominent with his advice and steadfast common sense in the face of wide-ranging and often conflicting views of Aeronautical Medical Examiners from different countries. Some of his work was seminal in establishing sensible and proportionate criteria for risk assessment associated with medical requirements for pilots. For example, his comprehensive study of hundreds of aircraft accidents provided substantial evidence as to the relationship between energy at impact and potential harm to third parties on the ground. His epidemiological studies of the reliability of the human body were also influential in setting a graduated response to reducing fitness with age rather than a crude pass/fail approach.</p> <p>Peter was an academic with a diamond-hard intellect who put his scholarship to practical use for the benefit of other people; significantly, he also had the moral courage and unyielding integrity to press his ideas in the face of sometimes considerable opposition from medical colleagues. He was generous with his time and knowledge and never lost his enthusiasm for his mission to enable pilots with less than perfect fitness through age or other reasons to keep flying for as long as possible in a safe and proportionate way.</p> <p>Because of those qualities, combined with his unfailing kindness and generosity of spirit, his unselfishness and his essential modesty, I regarded him as a great man and a role model for how to live a truly worthwhile life.</p>

## Contributions December 2020 to Obituary and Tribute to Dr Peter Saundby

<p>Herr Rudi Schuegraf</p> <p>Retired Luftwaffe Colonel, F104 and Tornado pilot</p> <p>Senior Vice- President of Europe Air Sports (Board member 2003 to date)</p>	<p><i>[Edit: In response to my request]</i> “Yes, I know how difficult that job is. I do not know how long I knew Peter Saundby but it started definitely in the last century. Peter and I liked each other, he cared for people, I was quite privileged to be accepted by him as a partner in conversations beyond airports. I had the honour to receive the book “Wings of the Luftwaffe” by Capt. Eric “Winkle “ Brown from him. I have checked my files and put together some information plus two papers which show Peter’s professional position for which he fought all his life and career. I hope you can use that information, but the info from Jürgen who followed him as President of CIMP should be enough with your sound knowledge to write an excellent tribute to Peter”.</p> <p>A doctor and pilot. Learnt to fly in the University Air Squadron whilst a medical student at Bristol and later completed Royal Air Force pilot training. Military, sailplane and private pilot. Gliding since 1960 holding the three diamonds badge.</p> <p>Career UK Royal Air Force medical officer and service pilot.</p> <p>Accredited specialist in both Occupational and Public Health Medicine. As well as Medical Adviser setting standards and determining policy, serving the British Gliding Association on their Executive Council and Instructor.</p> <p>Medical adviser (with sole control) to the British Gliding Association since 1967. Past President of the Medical Commission of the Fédération Aéronautique Internationale (FAI). Chaired NATO medical logistics group. Technical Officer (Medical) for Europe Air Sports and represented both EAS and the FAI on the JAA Medical sub Committee. He retired from EAS 14 Feb 2008. Member of EASA FCL.001 Medical Sub Group. Drafted the UK National Private Pilot Licence medical documentation.</p> <p>Retired from the RAF in one star rank and spent six years in the management of the National Health Service of Wales before retiring finally in 1997; but still remaining flying.</p> <p>His networking was excellent, symbolised by the strong professional relationship with Dr Sally Evans at Uk CAA and Annette Ruge, the EASA Medical Director.</p> <p>My relationship with Peter was a close one based on our mutual understanding. He was caring about other people, like Jan Eric Olson (EAS) or Peter Kaßner (EAS) when they experienced medical problems, he was open to a free exchange of personal opinions and tolerant conversations about important subjects like Europe, the channel was in his opinion the connecting sea between Central Europe and the UK.</p>
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## Contributions December 2020 to Obituary and Tribute to Dr Peter Saundby

Patrick Naegeli	Peter has left a fundamental and lasting impression on many people across the international aviation community. This is evidenced by the wide variety of tributes that have been paid on the very sad news of his death.
Chairman, British Gliding Association 2006 - 2012 Now Vice- President	His pre-eminent understanding of aviation medicine and, in particular, his pragmatic appreciation of the risk profile of sporting and recreational aviation were the foundations for some of the most radical transformations in sporting pilot medical requirements. The results of his work are partly encapsulated in the countless number of pilots who have been able to keep flying safely when outdated and unduly onerous medical requirements would have long grounded them otherwise.
Chairman Royal Aero Club of the UK 2012 – 2018 Now Vice- President	Dr. Peter Saundby was made a Companion of the Royal Aero Club in recognition of all that he had done over a great many years. Peter's interest in gliding got him into air sports in the first place; his extensive experience and deep skills as a medical professional enabled him to provide aviation medical advice to pilots from across air sport disciplines; and his ability to understand and communicate the role that medical risk factors do and do not play in sporting and recreational aviation has been key to arguing the 'corner' for appropriate medical standards for sporting pilots at both national and European levels. That Peter had done all these things for many decades clearly showed that he made helping others his life's work – something quite remarkable when one realises just how busy he had been in other respects.
President, European Gliding Union (current)	
Executive Board member, Fédération Aéronautique Internationale (FAI) 2020	During the course of his professional (as opposed to air sport volunteer) career, Peter held dual qualifications in the RAF as both a medical doctor and pilot - a 'day job' that took him all over the world. As an aside, that he became interested in aviation ought not be a surprise – and might even be described as an inherited condition. His father, Air Marshal Sir Robert Saundby, became a military aviator with the Royal Flying Corps in 1916 – and was probably one of those that received their training from the Royal Aero Club – before a long and distinguished career in the RAF.
Chairman, Lasham Gliding Society (current)	It was my great honour to have worked alongside Peter on both UK, European and wider international regulatory matters. He was a consummate operator, a wise counsel, and great company. I learnt much from him, technically and operationally. The consummate gentleman, his razor-sharp intellect was matched by the most pleasant and genial of characters, a sense of humour that was a true delight, and a smile that radiated warmth and was never far from him even in the most challenging of negotiations. We were lucky to have had Peter looking after us for so long, and fortunate to continue to benefit from his legacy.