Guild of Air Pilots and Air Navigators
2013 Trophies and Awards
Citations

Lifetime Contribution to the Aerospace Industry

The Guild Award of Honour **Captain James Arthur Lovell USN**

Forty four years ago pilot-explorers flew to the Moon in primitive spacecraft furnished with what is now the computing power of a child's toy, and navigation tools that Captain Cook would have recognised. Their skill, ingenuity and courage will be remembered a thousand years from now, and in history their names will rank not only with the Wright Brothers but with Magellan and Christopher Columbus.

Captain James Arthur Lovell USN is the only man to have flown to the Moon twice, but not landed on it. His abilities as an astronaut on Apollo 8 helped pave the way for Neil Armstrong's first step and, as Commander of Apollo 13; his coolness under pressure gave us an immortal phrase known the world over: "Houston, we have a problem."

A US Navy night fighter pilot flying the McDonnell F2H Banshee, Captain Lovell graduated at the top of his Test Pilot course and was accepted as an astronaut for the Gemini programme. He flew as pilot on Gemini 7 when it accomplished the first-ever space rendezvous in 1965, and as Command Pilot on Gemini 12 he docked with another spacecraft manually after a rendezvous radar failed – a significant achievement in those pioneering times.

In 1968 Jim Lovell took off for the Moon in Apollo 8 with Frank Borman and Bill Anders, the first human beings to leave earth orbit. As navigator, Captain Lovell used a sextant to measure the spacecraft's position and calculate mid-course corrections. Many indelibly remember the broadcast to the Earth from 60 miles above the Moon on Christmas Eve: "In the beginning, God created the Heaven and the Earth…"

In the case of Apollo 13, the world remembers Jim Lovell for another flight entirely. The Apollo spacecraft lifted off on April 11th 1970 to land Captain Lovell and Fred Haise on the Moon, with Jack Swigert to pilot the service module. An oxygen tank explosion two days later crippled the spacecraft 200,000 miles away from Earth, threatening to maroon the three men in space, far beyond the help of any human agency.

Through the brilliance and courage of Jim Lovell and his crew, improvising under conditions of extreme hardship and pressure, an almost certain catastrophe was averted and Apollo 13 was brought home safely, with Captain Lovell adjusting course manually by firing the lunar module's thrusters and engine, using his watch for timing.

For Outstanding Courage or Devotion to Duty in the Air

The Master's Medal **Lieutenant Commander Vincent Jansen, USCG**

Lieutenant Commander Vince Jansen USCG was pilot in command of a US Coast Guard MH-60T Rescue Helicopter CG6006 on 20 September 2012 when the fishing vessel Moonlight Maid sank in the Gulf of Alaska.. In the face of twenty foot seas, near-zero visibility, blowing rain, and icing conditions, LCdr Jansen expertly commanded and piloted his aircraft, taking over control after the right-seat pilot became disoriented by the heavy rain and the strobe light reflection on the water, to execute a non-standard left seat hoist, saving four lives.

The Master's Medal **Sergeant Rachael Robinson**

Winch woman Sergeant Rachael Robinson was a member of the crew of Rescue 169, the duty RAF search and rescue helicopter from A Flight, 22 Squadron, called to rescue a crewman from a 25 metre French fishing vessel, "Alf" in the Irish Sea on Thursday 21st March 2013. The crewman had serious head injuries and his condition was deteriorating.

The Alf was pitching and rolling violently, climbing and descending vertically 40 feet with each swell and rolling violently. The 35 knot wind whipped up spray and the sheeting rain further hampered visibility. The Alf's captain spoke very little English, so a 3 way translation service was arranged via satellite phone involving English and French Coastguards and the crew of Rescue 169 to brief the French captain about how the RAF helicopter crew intended to get the crewman off the fishing boat.

Winch woman Robinson made 6 separate, hazardous descents on the winch-wire in an attempt to reach the Alf's tiny deck. So violent were the seas that Rachael was repeatedly snatched from the heaving deck as the boat plunged into wave troughs faster than the winch cable could be paid out.

After three winching attempts, the Sea King was running out of fuel, so a swift refuel was arranged at Haverfordwest to prepare for a second attempt. It took three further attempts before Flight Lieutenant 'Taff' Wilkins – the Sea King's captain – eventually calculated the lift to the optimum second, climbing his Sea King as the Alf reached the top of a swell, plucking Rachael and the casualty clear of the deck. The casualty was treated en-route for head injuries and hypothermia and was taken to Swansea Moriston Hospital. It was entirely due to the actions of the crew of rescue 169 and Rachael Robinson's incredible fortitude that the injured crewman survived.

The Hugh Gordon-Burge Memorial Award **Lieutenant Bryan Peterson USN**

On April 13, 2012, Lt Peterson was the Aircraft Commander on a C-2A Greyhound, callsign Password 20 conducting support missions from the carrier USS John C. Stennis. After a routine arrested landing, passenger and cargo transfer, the pilot at the controls taxied the aircraft to Catapult One with a combined load of four aircrew, 10 embarked passengers, and one medical evacuee.

The catapult should have propelled Password 20 into the air at 123 knots or greater. Instead, a mechanical failure resulted in the aircraft accelerating slower than the rate necessary for flying speed. The pilots recognized that the aircraft had reached a speed too fast to stop and too slow to fly.

Lt. Peterson directed the pilot at the controls to apply maximum available power on both engines. He placed the flap handle to full flaps to minimize aircraft stall speed as the aircraft departed the flight deck and prepared to raise the landing gear as the aircraft approached the end of the flight deck. Password 20 became airborne, but was rapidly descending, indicating 90 knots of airspeed.

Lt. Peterson raised the gear to reduce the aircraft's drag and prepare for a ditch into the water. Knowing that the pilot at the controls would instinctively either conduct a clearing turn or try to raise the nose in this near-stall flight regime, Peterson directed him to lower the nose toward the sea while keeping the wings level. With the flaps continuing to extend and the airspeed slowly building, the crew was able to finally arrest the descent only 20 feet above the water. After several seconds of flight in ground effect, the aircraft accelerated to safe flying speed.

The Prince Philip Helicopter Rescue Award **103 Sqn SAR RCAF**

'Rescue 912' crewed by Capt Aaron Noble (Aircraft Captain), Capt Jonathon Groten, Sgt Bradley Hiscock, MWO Jeffrey Warden and MCpl Mark Vokey was tasked on the night of 9 February 2013, to the aid of three hunters who had become stranded in their 16-foot aluminum boat after their route to land was engulfed with large amounts of ice. The weather had become a full-on winter blizzard with expected accumulation of 40 cm of snow and gale force winds across the island of Newfoundland gusting up to 75 kph. The hunters' chances for survival were rapidly diminishing as they had been exposed to these conditions for almost 20 hours.

R912 departed Gander airport in extreme instrument flight rules (IFR) conditions with an approximately 200-foot cloudbase, encountering icing conditions immediately after departure. Due to high winds, it took 30 minutes to make the 40NM flight. Upon arriving on scene, the crew found the narrow inlet of Indian Bay still immersed in a blizzard. The flight routing was extended several miles past the hunters to open water in order to conduct an overwater transition down (OWTD) to arrive in a 100' hover above the water.

Just above minimum limits, SAR tech team lead, MWO Jeffrey Warden spotted the water from the left spotter window. Due to the rugged topography, the three hunters were now approximately eight miles away, and R912 was forced to navigate among many islands and into the narrow inlet to reach them. The crew slowly crept their way toward the hunters at five knots through the smattering of islands, into Indian Bay. This proved to be extremely challenging with up to 80 kph winds on the tail of the helicopter, and severe turbulence off the surrounding 300-foot hills. Wind and turbulence conditions had become so severe that Captain Noble considered calling off the rescue twice.

With approximately two miles remaining, Captain Noble turned the helicopter 180 degrees - placing the nose into the storm - to provide a more stable flying platform, and the crew then navigated him the final two miles among the islands flying backwards. Tremendous crew co-ordination was essential to the success of this manoeuvre. Captain Groten on the map, flight engineer Sergeant Bradley Hiscock on the right in the rescue door, Master Warrant Officer Warden in the left spotter window, and the second SAR tech, Master Corporal Mark Vokey, at the tail, the crew successfully guided Captain Noble backwards toward the hunters' last known position, at which point Master Warrant Officer Warden spotted the hunters' lights and red flares.

R912 was now at the estimated minimum fuel level to complete the mission. With minimal references over the ice and open water, Master Corporal Vokey was hoisted into the blizzard and down to the distressed seamen, fighting through the storm's intensity, fierce rotorwash and static electric shock from the aircraft. The three hypothermic hunters were transferred to Gandar where Rescue 912 broke out of IFR conditions only just above minimum allowances and landed without further incident, having demonstrated remarkable professionalism and achievement that led to the saving of three lives.

Flight Operations

The Sir Barnes Wallis Medal **Nicholas Lappos**

During 40 years of work in the US aerospace industry Nicholas (Nick) Lappos has made an immense contribution, as a test pilot and as an engineer, to the development and application of advanced technologies for aircraft, particularly rotorcraft. During this time, he has accrued over 7,500 flight hours in helicopters, including over 2,500 in experimental or engineering test flying. He has contributed both as an experimental test pilot and in a variety of project engineer, project management and strategic management roles with US aerospace companies. In so doing he has been instrumental in identifying, developing and testing a wide variety of advanced technologies which, when introduced to company products, have made a major contribution to the expansion of civil and military helicopter capabilities on an international scale.

Nick joined the US Army in 1968, training as a helicopter pilot on AH-1 Hueycobra and serving in Vietnam where he was awarded the US Bronze Star and the Vietnam Cross of Gallantry.He left the Army and after graduating with a BSc in Aerospace Engineering from Georgia Institute of Technology in 1973, joined Sikorsky as a Flight Test Engineer, before being appointed as Experimental Test Pilot. In the following 27 years of flight testing he had a number of important project development roles on CH-53, UH-60 Black Hawk, and RAH-66 Comanche platforms. However his main development task was as Project Pilot for the S-76 civil helicopter; he carried out the first flight, led development and certification flying and was closely identified with this programme throughout the world.

His combination of test pilot skills and engineering training allowed him to make a substantial contribution to a number of world-leading projects. These included Sikorsky's co-axial, rigid rotor, Advancing Blade Concept high speed aerodynamic research platform, the Shadow fly-by-wire flight control research programme and the Fantail embedded fenestron rotor research project. His ground-breaking work on the theoretical understanding of helicopter manoeuvrability and agility lead to the award of a Technical Fellowship from the American Helicopter Society.

Nick amassed 17 patents for inventions in helicopter engineering, including advanced engine and flight controls offering greater flight safety in degraded visual flight conditions and high manoeuvring states. Many of these concepts were tested in the fly-by-wire flight controls of the RAH-66 Comanche, and are now part of the standard suite of digital control techniques used in rotorcraft. In 2002 he became Programme Manager for the S-92 helicopter and under his leadership, the programme was awarded the prestigious Robert J. Collier Trophy for the most outstanding achievement in US Aeronautics.

In 2005 he moved to Gulfstream Aerospace Corporation, serving as Vice President of Government Programmes, and was responsible for the successful integration of advanced radar and sensor technology onto the Gulfstream G-5 aircraft. He then joined Bell Helicopter Textron in 2008 first as Senior VP Research Development and Rapid Prototyping and later as Chief Technology Officer. Many of the advanced features of the Bell 525 Relentless medium helicopterwere developed and proven during his tenure.

He returned to Sikorsky in 2011 as Senior Technical Fellow for Advanced Technology, identifying the advanced technologies essential to the development of new company products and capabilities. He is Chairman of the United States Vertical Lift Consortium, which is chartered to help the US Department of Defense steer the development of the next generation of rotorcraft, known as the Future Vertical Lift (FVL) initiative.

The Master's Commendation **The British Helicopter Team**

The British Helicopter Team returned from the 2012 FAI World Helicopter Championships in Moscow, with the team Silver Medal. This was the best ever placing by a British Team at that level of competition.

Helicopter competition flying is a little known activity within the UK, however, World Helicopter Championship competitions, drawing competitors from as far afield as America and China, have been held since 1974. The current British team has collectively built on its prior achievements since competing under the captaincy of David Monks over the past 7 years. During this period the team has continuously strived to progress, improve and compete at a much higher level than had been achieved in previous years – the overall aim being to seriously challenge the established dominance of the Russians.

Despite the significant costs involved (the team is largely self-funding) crews devoted considerable time and resource to enter overseas competitions in France, Germany, Italy and Switzerland – this being deemed as the minimum investment required in order to achieve the required skill level in order to be able to effectively compete at world class level. With the award of the Team Silver Medal, the Team is now seriously on the heels of the Russians.

The Johnston Memorial Trophy **Squadron Leader Simon Mellor RAF**

Squadron Leader Simon Mellor has made a selfless and sustained contribution to the success of the Royal Air Force's Sentinel R1 programme. His personal contribution, in particular a ceaseless drive to maximise the capability in the face of significant technical and resource challenges, has been far beyond what could be expected from a single individual.

Squadron Leader Mellor joined the Royal Air Force as a Navigator in 1983 and completed numerous tours on Tornado GR1, Dominie, Bulldog and Tucano aircraft before joining Number V (Army Co-Operation) Squadron in 2004. One of the first mission commanders to qualify on type, Squadron Leader Mellor rapidly developed an unparalleled knowledge of the complex mission system, undertaking significant personal research due to the limited information provided by the contractor.

Working closely with the Project Team and industry, he developed a planning system that enabled operations in tactical environments outside of contracted parameters. Furthermore, and again well beyond his remit, he reconfigured the training material provided by industry, to deliver a coherent and viable training package in the face of seemingly insurmountable constraints.

Selected for the inaugural deployment in 2008, Squadron Leader Mellor commanded the first ever Sentinel operational mission prior to moving to a training role in 2009. However, with limited front line crews, he routinely sacrificed personal commitments to ensure the provision of trained crews and continued to volunteer for operational tours outside of his training role.

Returning to the front line in 2011, he was again at the forefront of operations, undertaking numerous deployments to Afghanistan, Libya and most recently Mali. No other individual has given so much to the Sentinel programme; he has discharged, often simultaneously, the roles of front line aviator, instructor, requirements manager and training coordinator. Squadron Leader Mellor's outstanding, and continuous, contribution to Sentinel over a 9 year period has been in the highest traditions of the service, well beyond the norm, and is worthy of recognition by award of the Master's Commendation.

The Guild Sword of Honour **Peter Moxham**

Peter Moxham is awarded the Guild Sword of Honour for his lifetime contribution to international professional flying training. For nigh on 40 years, Peter Moxham has devoted his life to pilot training, a commitment which has embraced a wide range of projects entailing membership of numerous committees.

This vast body of work has been carried out with an unfailing good humour, courtesy and enormous reserves of patience. His consummate skill at chairing conferences, working groups and seminars has earned him an international reputation in the field of professional pilot training, rulemaking and aviation safety. Much of his contribution to aviation has been conducted behind the scenes without reward of any sort.

In championing the call for improvements in professional flying training together with the associated regulatory environment, Peter has held a broad portfolio. He is respected globally, throughout the industry, for the calm and diplomatic way in which he has become the flag carrier for the sector by leading working groups, chairing conferences and seminars, as well as coordinating the responses to numerous consultations.

Much of this demanding, detailed work has been discharged through the many organisations of which he is a voluntary member; among which are GAPAN, where he has been a key member of the Education and Training Committee and the Royal Aeronautical Society, as a chairman and member of the Flight Operations Group for many years. This latter contribution was recognised through the award of the Society's Silver Medal.

He has played a leading role in ICAO's Next Generation of Aviation Professionals initiative, acted as a consultant to the European Council of General Aviation Support and is very active in his work with EASA notably as a co-opted member of the FCL001 work group. He has in effect been the main flag carrier and ambassador for UK professional flight training in EASA. As the well-respected Chairman of the International Professional Pilot Training Group, Peter has been influential in bringing together organisations within Europe and has been instrumental in achieving realistic standards and qualifications for simulator flying instructors working in approved training organisations. It is estimated that this outcome alone has saved training organisations millions of pounds.

Flight Test

The Derry and Richards Memorial Medal **Peter Wilson**

BAE Systems Experimental Test Pilot, Peter "Wizzer" Wilson, has been deeply embedded in the development of the F35 Joint Strike Fighter since 2006 when he joined the team working on the STOVL variant, at Fort Worth in Texas. Currently test flying with the JSF Integrated Test Force (ITF) at the US Naval Flight Test Centre Patuxent River, he has been able to transcend many of the traditional barriers of working on US programmes through his sheer talent and personal strength of character.

He currently holds the key position of Chief STOVL Test Pilot, leading a team of 15 aircrew in this area; a first class ambassador, showcasing the talent that the UK can offer this cutting edge and high profile programme. As a result of his exceptional knowledge base and adroit flying skill, he was granted unique flag rank USN approval to fly as a contractor pilot on the F35B's first ship deployment, an environment typically the sole preserve of serving USN and USMC test pilots. Peter has also been instrumental in team building within the control room and as mentored a number of experienced Test Pilots in the art of STOVL testing and has significantly improved levels of safety across the spectrum of operations.

STOVL operations will soon become routine and the legacy of his great efforts will be to provide a safer operational environment for decades to come. For his strong test leadership and achievements on the F35 test programme, that has both improved safety and enhanced reputations at an international level, Peter Wilson is the recipient of the Derry and Richards Memorial Medal.

Training

The Sir Alan Cobham Memorial Award **Myriam Gardeazabal**

Myriam, aged 19, began the Integrated ATPL course at FTE Jerez in April 2012 and, notwithstanding her academic background in the arts, achieved above average results in the science-based ground school course. Her flying achievement has been no less impressive with consistently good assessments on her training and flight tests. She will graduate with a frozen ATPL in July 2013. However, it is her success on the FTE Jerez Student Committee that has made an her outstanding candidate for the Sir Alan Cobham Memorial Award.

A background in voluntary work in Spain, Peru and Poland clearly laid the foundation for diplomatic skills which enabled Myriam to gain the trust of her FTE colleagues and managers. She successfully exercised her leadership skills as President of the Students Committee at a time when there were a number of challenges facing FTE.

This was the period when AESA (the Spanish Regulator) was taking over responsibility for oversight of the ATO from the CAA as the EASA regulations came into force. These and a number of other factors required the restructuring and rescheduling of training courses. Inevitably, the students became concerned about the changes but Myriam's calm, determined leadership and negotiating skills restored their confidence.

The Central Flying School Guild Award **RAF Search and Rescue Training Unit**

2012 marked the 50th anniversary of Search and Rescue training at RAF Valley. From the humble beginnings in 1962 as a CFS detachment of Whirlwinds Mk 10 helicopters, SARTU has developed an enviable international reputation as a centre for SAR training excellence. The motto "That Lives May Be Saved" describes an ethic underpinning the dedication of the staff and the undeniable quality of the graduating students.

Since 1962, SARTU has been tasked with the training of all RAF helicopter crews in the fundamentals of helicopter SAR duties, both over water and in the mountains, and has also been responsible for training aircrew posted to SAR specific duties to the high standards necessary for acceptance on Standby at the various SAR Flights, distributed around the UK and overseas.

Recently, SARTU has undergone a significant broadening of its remit. From providing day only basic RAF SAR and mountain flying training the Unit has developed, proved and delivered a complete multi engine rotary course for ab-initio Royal Navy pilots destined for SAR duties & culminating in the award of their 'wings'. This new course includes elements of advanced handling, NVG, instrument and navigation instruction and also involved receipt of a Griffin HAR2 with advanced avionics and lighting to facilitate the delivery of night winching instruction.

The unit also received three new AW139 aircraft and a sizeable uplift in instructor numbers in order to design, develop and deliver day and night, basic and advanced UK military SAR and mountain flying training for foreign military aircrew. SARTU staff have also broken new ground with the development of virtual reality training systems to provide enhanced winch operator instruction and to reduce the reliance on costly aircraft flying hours.

A three-fold expansion in SARTU flying has seen the award of wings to 4 courses of RN pilots together with the graduation of over 20 crews of AW139 students in under 24 months. The continued successful throughput of SARTU core courses also includes RAF aircrew destined for SAR duties, RN & RM CHF aircrewmen and DHFS student aircrew during their advanced rotary training.

The Pike Trophy **Andy Dunstan**

Andy first became a licensed aircraft engineer at Oxford, later qualifying as a flying instructor, with CSE Aviation over thirty five years ago. He has worked on the instructional staff with successive new owners, currently trading as CAE Oxford. He has moved up through the organisation holding managerial positions covering standards and safety for almost half of his distinguished instructing career.

He has accumulated some 17,500 instructional and in excess of 20,000 flying hours, and holds, or has held, every possible instructor qualification, together with several as an examiner. Having been Flight Safety Officer for several years, he has an impeccable personal safety record and is currently the Deputy CFI and Senior OAA Examiner. Having been at the forefront of Oxford Aviation's training evolution from CAA to EASA, he further holds UK EASA FIC and FE qualifications, not to mention approval as a FE for the Hong Kong CAD.

Andy's memory for detail is astounding and his technical expertise faultless. His engineering knowledge enables him to give simple explanations of complex technical aspects that trainee pilots and instructors would otherwise find daunting. Over such a long instructional career at the forefront of the world renowned high quality UK flight training, he has forged enduing relationships with his students. It is rare for Andy to travel on a UK airline when he does not know or has not taught one or other of the flight crew.

They all equally remember him with affection, most because of the skill and knowledge he imparted but some because they know that it was Andy's care and coaching that ensured their ultimate airline success. Notable too, is the rapport he has built with military customers and Andy is Oxford's lead instructor for the various military contracts with the RAF and Army, although he personally has a totally civilian flying background.

Regional Awards

The Grand Master's Australian Medal **Emergency Management Queensland Helicopter Rescue**

In recognition of 34 years of outstanding professional performance and dedication, Emergency Management Queensland Helicopter Rescue is awarded Grand Master's Australian Medal. In 1981 the Queensland Government established a Helicopter Unit within the State Emergency Service. Renamed in 2004 the EMQ Helicopter Rescue (EMQ HR) it currently operates a fleet of three Agusta Westland AW139s and two Bell 412s, the Service logs around 3000 hours each year providing Queensland (a land area seven times that of the British Isles) with a 24 hour-a-day, seven day a week response to meet emergency, community and Government aviation needs

Throughout its history EMQ HR has made an outstanding contribution to the development and improvement of helicopter rescue services in Australia. In 2008, it was the first emergency helicopter operator approved by the Australian Civil Aviation Safety Authority (CASA) to use Night Vision Goggles (NVG) in SAR operations. A number of recent rescues have been completed through the detection of mobile phone lighting from large distances.

During the devastating floods of 2010 and 2011, EMQ HR conducted a series of daring and extremely challenging rescues in the Lockyer Valley in atrocious weather conditions. Maps were useless in the conditions, described as an inland tsunami, and the few patches of ground that weren't inundated by the waters were frequently festering with snakes and other animals desperate to escape the flood.

The February 2013, Bundaberg Floods became the focus of another significant rescue operation when 50 individuals were rescued on a single day. Significantly, the Rescue Crew Officer (RCO) on the day had only recently received his qualifications and performed both his first and fiftieth operational winch rescue during this single task. A further ten night rescues were performed on the same night by another crew.

The Australian Bi-Centennial Award **Chris Sperou**

Chris Sperou was born in 1938 at Ceduna, South Australia, growing up to become a professional fisherman before going into the refrigeration business. He joined the Royal Aero Club of South Australia and learned to fly on the DHC1 Chipmunk in 1960, moving on to a Pitts Special as be began his lifelong passion for aerobatics. His mastery of the sport developed so quickly that he had won his first national title before his log book was officially stamped for aerobatics. Between 1968 and 1987 he won the unlimited national aerobatic championship 13 times and represented Australia numerous times in the World Aerobatic Championship.

After competitive flying, Chris turned his attention to developing and fly stunning aerobatic routines at air shows Australia-wide, perfecting an unlimited routine of low level aerobatics down to 50 feet in his Pitts Super Special. He is the only pilot in Australia approved to carry out the "inverted ribbon cut" cutting a ribbon stretched between 2 poles at 25 feet. Since announcing his retirement from international performances, Chris demonstrated that not only is he a tremendous participant, but a wonderful mentor, passing on his knowledge and experience to newcomers. He said that he will miss the air show crowds and performing, but it is now time for some of the younger pilots to have their chance in the spotlight.

The Jean Batten Memorial Award **Lewis John Jenkins**

Lewis (Lew) Jenkins is a quiet achiever. In training and leading professionals in his chosen disciplines of air navigation services over the past 24 years he has created a legacy of innovation and the pursuit of excellence in this sector of the New Zealand aviation industry.

Lew commenced his aviation career in 1971 as a navigator in the Royal New Zealand Air Force where he served for six years before becoming a civil air traffic controller in 1977. Promotion to Chief of Air Traffic services in 1995 saw him manage the certification of the Airways Corporation into the new Civil Aviation Authority ATS Rules regime and bought his talents for innovative improvement in Air Navigation Services to the fore.

Lewis introduced the electronic flight strip system for improved efficiency in international control towers in New Zealand and, most recently, the internationally recognised development of ADS-B and multilateration for safer airspace management in the mountainous area of Queenstown. Lew has also demonstrated a strong personal awareness of customer safety and staff well-being both at a strategic level and at times of crises like the volcanic ash events and earthquakes. Beyond the context of the normal demands and expectations of his career, in which he has reflected credit on Airways New Zealand in the international aviation community; Lew Jenkins has without doubt made an outstanding individual contribution to New Zealand aviation.

Aviation Media

The Guild of Air Pilots and Air Navigators Award for Aviation Journalism **Pat Malone**

Pat Malone is an aviation journalist who writes with a passion for flying, and all matters to do with aviation, that stems from being a current and long-time practising pilot, including being a qualified helicopter instructor. He writes a regular page for Pilot, the monthly magazine well known to general aviation pilots and enthusiasts, is Editor of General Aviation, the bi-monthly magazine of the Aircraft Owners and Pilots Association, and also of Rotor Torque, the quarterly magazine of the Helicopter Club of Great Britain.

Pat has the knack of being able to engage the reader's interest through his own particular personal style, honed from spending his initial years in employment as a journalist on the London Evening Standard. One of Pat's special interests is historical, in how aviation now has been shaped by past events and especially, people. Thus, for example, "Farewell Concorde" in December 2003, followed by a profile of Les Brodie, the last Concorde pilot and interviews with famous retired test pilots such as Eric Brown and Tony Blackburn. An autobiography "Alan Bristow: Helicopter Pioneer" (Pen & Sword 2009) was co-authored with Bristow just three months before Alan's death.

Other profiles include aviation movers and shakers more currently active in the political arena, and also several Past Masters of GAPAN, namely, Dr. Ian Perry, Capt. Jock Lowe, Dr. Michael Fopp and Air Marshal Cliff Spink. Pat's flair for bringing to life the written word makes him stand out as an aviation journalist who excels in his profession.

ENDS

About the Guild of Air Pilots and Air Navigators.

The Guild of Air Pilots and Air Navigators was established in 1929. It is based in London but has an internationally based membership of professional and private pilots.

The principal activities of the Guild are centred on developing action and activities to ensure that aircraft are piloted and navigated safely by aviators who are highly competent, self-reliant, dependable and respected.

The Guild supports the education and training of pilots and navigators from the initial training of the young pilot to the specialist training of the highest levels. Through its charitable activities, education and training, technical committee work, aircrew selection, scholarships and sponsorships, advice and recognition of the achievements of fellow aviators worldwide, the Guild keeps itself at the forefront of the aviation world.

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