



THE HONOURABLE COMPANY OF
AIR PILOTS

TROPHIES AND AWARDS 2023

AWARDS

**TERMS OF REFERENCE
WINNERS AND CITATIONS**

SCHOLARSHIP WINNERS

**MASTER AIR PILOT CERTIFICATE AWARDS
MASTER AIR NAVIGATOR CERTIFICATE AWARDS
MASTER REARCREW CERTIFICATE AWARDS**

AWARDS TERMS OF REFERENCE

LIFETIME CONTRIBUTION TO THE AEROSPACE INDUSTRY

The Award of Honour

Awarded for an outstanding and enduring contribution to aviation.

2023 awarded to: **RAF BATTLE OF BRITAIN MEMORIAL FLIGHT**

FOR OUTSTANDING COURAGE OR DEVOTION TO DUTY IN THE AIR

The Grand Master's Award

Awarded for an act of valour or gallantry, at the discretion of the Grand Master.

2023 not awarded

The Master's Commendation

Awarded for outstanding service in the air, at the discretion of the Master.

2023 awarded to: **CAPTAIN ALISTAIR RORRISON AAC**

The Master's Medal

Awarded to any person in aviation, at any time, for an act or other achievement in aviation considered worthy of the Medal, as soon as the facts of the event are clear. This is intended to be an immediate award, made at the discretion of the Master and on the advice of the Trophies and Awards Committee.

2023 awarded to: **FLIGHT LIEUTENANT MATTHEW PILBEAM RAF**

The Hugh Gordon-Burge Memorial Award

Awarded to a member or members of a crew whose outstanding behaviour and action contributed to the saving of their aircraft or passengers.

2023 awarded to: **DAVID BARRELL**

The Prince Philip Helicopter Rescue Award

Awarded to an individual member of a helicopter crew, a complete crew or the crews of multiple helicopters, for an act of outstanding courage or devotion to duty in the course of land or sea search and rescue operations.

2023 awarded to: **CREW OF 'RESCUE 924'**

Captain Debdash Bhattacharya Co-Pilot: Mark Coupland

Winch Op: Jason Bibby

Winch/Paramedic: Carlton Real

The Barry Marsden Memorial Award

Awarded to an individual, a complete aircraft crew, or an organisation, for an outstanding contribution to the preservation of life during (a) natural disaster(s).

2023 awarded to: **CAREFLIGHT TEAM**

Pilot: Todd Wilson

Aircrew Officer: Jake Laurie

RFS Aviation Rescue Crewman: Nigel Korff

FLIGHT OPERATIONS

The Sir Barnes Wallis Medal

Awarded in recognition of an exceptional and innovative contribution to aviation.

2023 not awarded

The Grand Master's Medal

Awarded to a pilot under the age of 30 for outstanding achievement and endeavour in any field of flying activity.

2023 awarded to: **FIRST LIEUTENANT ANDREW MERKLEY USAF**

The Brackley Memorial Trophy

Awarded to an individual, a complete aircraft crew, or an organisation, for an outstanding contribution to air transport or transport aircraft operations.

2023 awarded to: **JASON SANDEVER**

The Johnston Memorial Trophy

Awarded for an outstanding performance in the operation of airborne or space systems, manned or unmanned.

2023 awarded to: **CAPTAIN JOHN ROBERTS**

The Sword of Honour

Awarded for an outstanding contribution to General Aviation.

2023 awarded to: **FRANCIS DONALDSON**

The Myles Bickerton Trophy

Awarded for outstanding flying achievement in General Aviation.

2023 awarded to: **ALICIA HEMPLEMAN-ADAMS**

The Hanna Trophy

Awarded for an outstanding contribution to the art of display flying of historic, vintage or modern fighter aircraft.

2023 awarded to: **PAUL STONE**

FLIGHT TEST**The Derry and Richards Memorial Medal**

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

2023 awarded to: **FLIGHT LIEUTENANT AARON HOW RAAF**

The Eric 'Winkle' Brown Memorial Trophy

Awarded for an exceptional achievement or contribution, by an individual or team, to the operational assessment or development of a manned aircraft(s) or airborne system(s).

2023 not awarded

SAFETY AND SURVIVAL**The Sir James Martin Award**

Awarded to an individual, a group, team or organisation, which has made an outstanding, original and practical contribution leading to the safer operation of aircraft or the survival of aircrew or passengers.

2023 not awarded

The Cumberbatch Trophy

Awarded for an outstanding contribution to aviation safety.

2023 awarded to: **LIEUTENANT CRAIG ALLEN RN**

FLYING TRAINING

The Glover Trophy

Awarded to the most meritorious student pilot graduating from a college or school of civil or military aviation. Particular consideration will be given to the candidate's progress during the course, including qualities of character, leadership, involvement in sport, recreation and voluntary service, in addition to flying and academic achievement.

2023 awarded to: **LIEUTENANT PATRICK RICHARDSON RN**

The Central Flying School Trophy

Awarded to an individual, group or organisation that has made an outstanding contribution toward the achievement of excellence in the delivery of flying training or instructional standards.

2023 awarded to: **CENTRAL GLIDING SCHOOL INSTRUCTOR TRAINING TEAM**

The Pike Trophy

Awarded to an individual who has made an outstanding contribution to civil flying instruction.

2023 awarded to: **ANTHONY COOKE**

The John Landymore Trophy

Awarded to the outstanding candidate of that year for a Company PPL Scholarship. The award is recommended by the Company's Scholarship Committee.

2023 awarded to: **MOLLIE WADSWORTH**

COMPANY ONLY

The Sir Alan Cobham Memorial Award

Awarded for meritorious service to the Company.

2023 awarded to: **REVEREND DR RICHARD WAUGH QSM**

REGIONAL AWARDS

The Grand Master's Australian Medal

Awarded to an individual, a group or organisation involved in any branch of aviation in the Australian Region or to Australian nationals abroad, who or which has made a meritorious contribution to any aviation activity, either by displaying technical excellence or by the development of a procedure or operational technique of an outstanding nature.

2023 awarded to: **QANTAS GROUP PILOT ACADEMY**

The Australian Bi-Centennial Award

Awarded as an ongoing commemoration of the Australian Bi-Centenary, to recognise an outstanding individual contribution to Australian aviation.

2023 awarded to: **IAN HONNERY**

The Captain John Ashton Memorial Award

To recognise a professional pilot or organisation for an outstanding contribution to flight standards and aviation safety within Australia.

2023 awarded to: **CAPTAIN MARK TATTON**

The Jean Batten Memorial Award

Awarded in memory of the late Liveryman Miss Jean Batten, to recognise an outstanding individual contribution to New Zealand aviation.

2023 awarded to: **WING COMMANDER GORDON RAGG AFC RNZAF (retd)**

AVIATION MEDIA

The Hugh Field Memorial Award for Aviation Journalism

Awarded to an individual journalist, publication or organisation for an outstanding contribution to the promotion or public awareness of aviation in general or of any important aspect of aviation activity.

2023 not awarded

Citations are listed in the order of presentation

CITATIONS

The Award of Honour

RAF BATTLE OF BRITAIN MEMORIAL FLIGHT

The Royal Air Force Battle of Britain Memorial Flight (RAF BBMF) was founded at a formal ceremony held at RAF Biggin Hill, the famous Battle of Britain airfield in Kent, on 11th July 1957. The unit was unveiled as the Historic Aircraft Flight, although it was already being referred to as the Battle of Britain Flight, a name which became its official title in February 1958. The initial complement of aircraft was three PR Mk XIX Spitfires and the RAF's last airworthy Hurricane, LF363. (Three of these four aircraft still serve with the BBMF today).

In its early years, as a small unfunded unit with an entirely volunteer workforce, the Flight's fortunes fluctuated and it moved bases frequently. Between 1959 and 1965 the Flight had only one Spitfire (PM631) and one Hurricane (LF363) on its strength. Subsequently, the Flight's collection of historic aircraft gradually grew and it was renamed the Battle of Britain Memorial Flight in 1969. This was also the year when the BBMF was formally established as a fully funded unit.

The BBMF has continued to grow and evolve to become unrecognisable from its humble origins 66 years ago. It is now a regular, independent, supported RAF unit, funded by the Ministry of Defence and manned by established, full-time Service engineering personnel to maintain and operate its remarkable collection of 12 historic aircraft. The Flight now operates ten historic and irreplaceable Second World War era aircraft: an Avro Lancaster, a C-47 Dakota, six Spitfires, two Hurricanes and, in addition, flies two 1952 de Havilland Chipmunk T10 training aircraft. Some of the BBMF aircraft have remarkable wartime histories of their own and most have defied the odds to survive as flying examples of their kind.

Today the BBMF is a household name and a national institution. It represents a continuance of the values held dear by the Royal Air Force, typifying the professional excellence, teamwork and dedication that have existed in the Service since its foundation and to which today's RAF also aspires.

At the heart of the Flight's ethos is the long-term preservation of its historic aircraft in airworthy condition. The BBMF personnel believe passionately that the aircraft should be kept where they belong, in the air, as a living memorial to those who have gone before. Today these historic 'warbirds' are maintained to the same rigorous requirements as the RAF's most modern aircraft. This is no easy task and requires long-term planning, as well as careful husbandry of the aircraft and their flying hours. The BBMF aircraft now all wear carefully researched and authentic colour schemes that tell specific stories of inspirational human endeavour, courage and fortitude.

The BBMF's commemorative role is perhaps its most important. For many the sight and sound of the BBMF aircraft has long been a tangible demonstration of the nation's respect and gratitude for those who designed, built, maintained and crewed our aircraft during the Second World War, as well as a tribute to those who died whilst doing so. However, although the Flight was originally formed to commemorate the RAF airmen killed during the Second World War and particularly during the Battle of Britain, it now flies in tribute to all those who have lost their lives in service with the Royal Air Force from 1918 to the present day. The BBMF reminds us of the debt we owe to all those

who have paid the ultimate price in the service of their country, fighting to preserve the freedom of others. In their natural element, in the air, the BBMF aircraft make a greater statement than any history book or written account, and they provide a living tribute greater than any static memorial.

The BBMF is committed to inspiring all those who see its aircraft, whether in the air or on the ground. Although some 80 years old, the technology and engineering remain as impressive today as when they first took to the air. The opportunity to show aircraft in their component form and use them to promote STEM to a wide audience is one the Flight is increasingly committed to. Indeed, the Flight focuses particularly on reaching a younger audience. Engagement with schools, trusts and youth charities allows the flight to use its aircraft to inspire and promote interest across STEM and aviation.

In 1977, the year of the BBMF's 20th anniversary, the Flight was typically performing at around 300 events for an estimated audience of 2.5 to 3 million people. Today the BBMF is typically tasked to fly at around 100 displays and 800 flypasts in each display season, generating over 1,000 individual aircraft appearances every year, with an estimated audience of eight million. With the power of TV and social media, the BBMF's reach is even greater.

Now in its 66th year, the BBMF has displayed its aircraft to very many millions of people. In addition, around 25,000 people each year visit the BBMF at its home at RAF Coningsby via the BBMF Visitor Centre and hear the stories associated with the aircraft. The BBMF's personnel and its wonderful historic aircraft provide a dynamic synthesis of old and new, people and machines, which is a source of great envy for many air forces that do not have an equivalent, and one of great pride for the modern RAF. For an outstanding and enduring contribution to aviation, the RAF Battle of Britain Memorial Flight is duly recognised by the Award of Honour.

The John Landymore Trophy

MOLLIE WADSWORTH

Mollie Wadsworth won the Air BP Sterling PPL Scholarship and completed her training with Yorkshire Aviation Academy.

From the initial impression that she made upon the scholarship selection committee to the approach she adopted during Her flying training, Mollie was exemplary. Her ground school results were top class and her whole approach to the learning process and personal application required to be a proficient and able pilot were present from the outset. Mollie's enthusiasm and determination to achieve her goal was evident to her ground and flying instructors. Her attitude was always positive and she was a pleasure to teach.

As a result of her personal qualities and professional, competent approach to flying demonstrated during her training for a PPL, Mollie Wadsworth is awarded the John Landymore Trophy for 2023.

The Glover Trophy

LIEUTENANT PATRICK RICHARDSON RN

Lt Patrick Richardson was an outstanding student during his time on the Commando 1 (Cdo1) course (conversion to Merlin) delivered by the Operational Conversion Flight of 846 Naval Air Squadron (NAS). From the outset, his exemplary leadership and management capabilities caught the attention of the instructional staff who appointed him Cdo1 course leader for the initial stage of training. This can be an unenviable role

and demands a commitment over and above that ordinarily expected of a student. He took on this responsibility with gusto and delivered a combination of enduring proactive management of his course mates with effective communication to the Operational Conversion Flight instructors and wider squadron staff. His approach undoubtedly ensured the course seamlessly integrated into the strains of a busy Naval Air Squadron, and a demanding flying course.

In the cockpit Lt Richardson displayed an enthusiasm to learn, clearly demonstrated through his preparation for briefs and flying serials. Noted for his above average handling early on, he coped well with the rigours of the initial serials of the Conversion to Type (CTT) phase and quickly mastered the Procedural Instrument Flying (PIF) techniques of the Merlin 4. However, it was during the later CTT serials where his ability and capacity in the cockpit really came to the fore. Despite a protracted gap since his last night flying sorties, he delivered an 'Above Average' performance. During this and the advanced handling phase, his Crew Resource Management (CRM) and captaincy were frequently noted to be in the excess of his peers.

During the Conversion to Role (CTR) phase, Lt Richardson was confronted with multiple challenges. These included mountain-flying in Snowdonia National Park; an embarkation in 'HMS Queen Elizabeth' for deck landing and maritime secondary roles training; leading an amphibious assault from ship to shore; and planning and executing a continental navigation detachment to Denmark. The CTR phase culminated in a final exercise with 45 Commando Royal Marines from 'RM Condor', where many of these newfound skills were put to the test. Throughout CTR, Lt Richardson's strong captaincy and CRM were assessed to be 'Above Average' - given the complexity of many of the sorties, this achievement is even more notable. Assessed as 'Good' during his Final Handling Test, he was awarded the Westlands Trophy for the 'Best Pilot on Course'.

In isolation, Lt Richardson's achievements as a student pilot are impressive, however it is in the undertaking of additional responsibilities that makes him deserved of additional recognition. Always the first to volunteer, he utilised his spare capacity to lead in the delivery of numerous squadron and station activities. He headed the organisation of the most successful Taranto night mess dinner in recent memory, garnering unanimous praise from across RNAS Yeovilton; he also helped to organise the Wardroom Summer Ball, amongst numerous other social functions; and he has engaged tirelessly with the mess committee to oversee improvements to the Wardroom facilities. He even volunteered to help at the Navy Wings hangar, escorting visitors around the resident historic aircraft. Notably, following the untimely death of a member of 846 NAS, he was recognised with a Commanding Officer 846 NAS Award for his role in organising the 'live streaming' of the service funeral to family and friends unable to attend in person.

In summary, Lt Richardson's performance both in and out of the cockpit during his time on the Operational Conversion Flight has been outstanding and he is thoroughly deserving of recognition with the award of the prestigious Glover Trophy.

The Grand Master's Medal

FIRST LIEUTENANT ANDREW MERKLEY USAF

First Lieutenant Andrew Merkley is currently serving as the United States Air Force Materiel Command Lead Test Engineer for the 661st Aeronautical Systems Squadron, a combined acquisition, ground, and flight test unit in Englewood, Colorado. In this capacity he led a team of 40 personnel in test, executing seven separate special mission programmes, to include the development of a new United States Special

Operations Command air-launched, unmanned aerial system on a classified platform, enabling successful all-weather targeting capabilities.

Lt Merkley played a crucial role in flight testing a new \$42m engine, multiple propellers, and an upgraded lithium-ion aircraft battery for the U-28 airframe, directly expanding the capabilities of this vital Intelligence, Surveillance, and Reconnaissance (ISR) asset, while also addressing airframe viability and life extension. Additionally, in recognition of his test experience and expertise, he was the lead test engineer for a \$1.6B dollar hypersonic missile program test series overseen by the Office of the Secretary of Defense. He wrote the developmental test plan for weapon system evaluation, injecting relevance for three flight tests.

Lt Merkley directed ground and flight testing of a \$585k ISR radar system upgrade on a low-density United States Southern Command counter-drug asset, thereby facilitating narcotics seizures valued at \$2.4B, which was an impressive 9% increase from the previous calendar year. Moreover, he was vital to next-generation airborne sensor development, integrated testing, and operations by enabling the continued development of a \$100m sensor testbed platform. He validated the pre-modification aircraft performance data for subsequent Federal Aviation Administration certification in a 31-sortie, 299-test-point, medium-risk test programme.

Utilising his skills from the Test Management Course, he managed the live-fire test and evaluation of an upgraded Stand-Off Precision Guided Munition. His efforts facilitated the first-ever post-launch fusing update via the Situation Awareness Data Link, boosting weapon lethality. Finally, Lt Merkley planned and executed the simultaneous flight testing of six unique alternate positioning, navigation, and timing systems in a week-long, large force test event. He personally executed six sorties totalling 24 flight hours in a real-world global positioning system-denied environment, providing programme managers with actual system performance data. Simply put, Lt Merkley has exceeded all expectations and has made an exceptional contribution to the 'Big Safari' flight test mission. He is highly deserving of recognition for an outstanding contribution to flight operations by the award of the Grand Master's Medal.

The Master's Medal

FLIGHT LIEUTENANT MATTHEW PILBEAM RAF

Flight Lieutenant Matthew Pilbeam is a RAF Typhoon pilot serving with II(AC) Squadron. On 15 May 2022, he was flying one of two armed Typhoons on an operational mission over Iraq when both were forced to conduct an emergency diversion into Al Asad Air Base. After landing, the other pilot in his formation experienced a malfunction that prevented the cockpit canopy from opening. During a similar episode at this airfield in 2020 fire crews had cut through the canopy perspex to free the pilot as acute heat stress had become a risk to life. The pilot was also injured during the rescue. Given the extreme temperature of +41°C on this occasion, heat stress was a grave concern, so the engines were kept running to maintain cockpit cooling.

While canopy troubleshooting was underway, the fuel became very low and aircraft systems began to overheat as fuel became insufficient for component cooling. This was a wicked problem: maintain engines running with a growing fire risk or shut them down and induce dangerous heat stress for the pilot without cockpit cooling. In addition, a stuck canopy left only two options: cut through the canopy or jettison it; both risked significant injury to the pilot. Further, the aircraft would have sustained structural damage that would have seen it unavailable for operations for several weeks.

Now on the flight line, Flt Lt Pilbeam quickly assimilated the situation and assessed that an engines-running refuel would buy precious time for the pilot. However, it was a brand-new procedure that was tightly-controlled and permissible only under the supervision of qualified Typhoon engineers – it had never been done in such a manner before. Faced with this dilemma, he acted decisively, judging the threat to life to be of far greater importance in this instance. He rapidly liaised with the local ground crew, who were unfamiliar with Typhoon, and closely supervised the aircraft refuel.

Once the refuel was completed, he switched his attention to freeing the trapped pilot. Eventually able to confer with Typhoon engineers in Cyprus via satellite communication, it was assessed that thermal expansion was the likely cause of the stuck canopy. Prompted by the fire truck in attendance, Flt Lt Pilbeam proposed a novel and innovative procedure to his engineers to douse the canopy in cold water and when validated, he swiftly led the attending fire crews through the procedure. This simple procedure had the desired effect and the canopy was freed without any damage to the aircraft.

Flt Lt Pilbeam's ability to adapt, innovate and act quickly under pressure ultimately prevented serious injury to a fellow pilot and potentially saved his life. Through his composed and decisive actions, he also avoided significant damage to the aircraft that would have seen it stranded in a hostile environment and unavailable for follow-on missions at a busy time in the operational campaign. His actions were well beyond that to be expected in the situation and are thoroughly deserving of recognition by award of the Master's Medal.

The Sir Alan Cobham Memorial Award REVEREND DR RICHARD WAUGH QSM

For the last 25 years, the Honorary Chaplain to the New Zealand Region, the Rev Dr Richard Waugh, has provided pastoral care to a large number of bereaved family members of the victims of aviation accidents and the wider community connected to those accidents; this is in addition to his normal chaplaincy work. He has facilitated public memorial services to commemorate every major New Zealand air accident. It would be fair to say that in doing so he has raised the public profile of the Hon Company more than any other person in the Region.

Richard Waugh is a well-known aviation historian in New Zealand who was invited in 1998 by the then visiting Master to become the Honorary Chaplain to the NZ Region. Despite holding a number of important positions including being the National Superintendent of the Wesleyan Methodist Church of New Zealand, and the Chairperson of the New Zealand National Church Leaders Meeting (all denominations), Richard accepted the challenge. Richard has carried out his duties in an extremely innovative way by organising public commemoration services at appropriate times, normally near the site of each accident. The most recent one, the 60th anniversary of the Kaimai Range crash in which 23 people lost their lives, was held on 3 July this year with a large attendance.

Undoubtedly, his greatest achievement in the aviation field was to persuade the New Zealand government to finance and build a memorial to commemorate the crash of a DC10 on Mt Erebus, Antarctica in 1979 at which 257 souls perished. Starting in 2016, a small group of Air Pilot and family members advised and supported Richard with this project. He continues to liaise with bereaved family members regularly, with the Ministry of Culture and Heritage, and the local Iwi (tribe), who own the land on which any memorial would be built. This is still a work in progress as the proposed site has now

been found to be geologically unsuitable for the planned memorial, and another site will have to be found.

For his inspirational pastoral care, his work in raising the public profile of the Honourable Company of Air Pilots and his services to all members and the wider community, Richard Waugh is a worthy recipient of the Sir Alan Cobham Memorial Award.

The Pike Trophy ANTHONY COOKE

Anthony Cooke is the Head of Training at the Cambridge Aero Club, where he has worked for the last 16 years, and he is regarded by all who have come in contact with him as a quite exceptional and exemplary flying instructor. He possesses skills and enthusiasm of the highest order, and he has encouraged and guided very many students into a career in aviation through gaining a Private Pilot's Licence.

Anthony gained his Private Pilot's Licence in 1985, gained a commercial licence in 2006, and became a full-time flying instructor in 2007. He has flown over 40 different types of aeroplanes and has amassed over 6,000 flying hours, of which 4,500 have been as a flying instructor. 1,500 of these hours are on the Extra 200 aeroplane on which type he is regarded as one of the country's leading aerobatic flying instructors. In this capacity, he has tutored and mentored many aspiring aerobatic pilots from scratch and provided them with the skills which have enabled them to compete at basic and intermediate levels in aerobatic competitions. In some instances, his pupils in their first ever competition have taken away prizes, which is a reflection of Anthony's own ability and instructional skills.

Anthony instructs on a wide range of aircraft types, but within the Cambridge Aero Club, in addition to the Extra 200, he has principally instructed on Cessna 152, 172 and 182 aircraft. His greatest strength as a flying instructor is his ability to identify and remedy problems being encountered by students. He is able to achieve this as a result of his own superlative flying skills which enables him to provide straightforward and easily understandable demonstrations of the highest standard, and by his ability and clear communication skills to simplify flying techniques and processes by explaining them in basic and understandable terms. Very many students have benefited from these skills, and have subsequently succeeded in their flying aspirations.

Anthony is also a quite outstanding leader of his team of 14 flying instructors, and another of his great skills and talents is his ability to assess and select talented instructors and to develop their skills in a uniform and standardised manner, thus achieving an exceptional standard of output from his entire team.

Anthony was also key to the process which led to the Cambridge Aero Club being the first flying school in the United Kingdom to achieve ATO status. He was the author of the ATO manual and its associated Safety Management System, and the safe and effective operations of the Cambridge Aero club are a reflection of his keen mind, his attention to detail and the exceptional and exacting standards set and maintained by him. In successive CAA audits, the standards maintained by the Cambridge Aero Club have been recognised as 'exemplary'.

As a flying supervisor of student pilots, his own flying instructors, and more experienced, and accomplished pilots, Anthony is in a class of his own in which he sets high standards of safety awareness, linked to a culture driven Threat and Error Management system ensuring the highest possible standard of safe operations. As a result of initiatives by Anthony, a series of winter safety lectures by distinguished pilots

is hosted by the Cambridge Aero Club each year between October and March culminating in an annual GASCo safety evening. Typically, these lectures attract between 60 and 120 participants, providing important information to club members as well as to the wider aviation community.

It would be very difficult to find a more enthusiastic, highly skilled or accomplished flying instructor who gains such respect from everyone who comes into contact with him, and Anthony Cooke is therefore a very worthy recipient of the Pike Trophy.

The Central Flying School Trophy

CENTRAL GLIDING SCHOOL INSTRUCTOR TRAINING TEAM

The RAF Central Gliding School Instructor Training Team (CGS Team) provides training and standardisation for all Qualified Gliding Instructors (QGIs) across 10 Volunteer Gliding Squadrons (VGS), throughout the UK, comprising c.240 QGIs and Graded Pilots who deliver gliding for the RAF Air Cadets. These QGIs are all volunteers, and so providing instruction and standardisation needs to fit in with their normal lives. The CGS Team delivers the highest quality instruction every week at RAF Syerston, but a substantial proportion of training also takes place at weekends and in the evenings.

RAF Air Cadet gliding took a significant step back in April 2014, when a pause in flying took place due to airworthiness concerns. The Team did not fly for 6 months. Having overcome issues with their own currency and competency, they had to re-vitalise the core flying and instructional skills of the volunteers, some of whom had not flown for several years. As each VGS stood back up, the CGS Team spent several months on location to support the completion of a bespoke Return to Flying training package. They approached this task with professionalism, tenacity and considerable enthusiasm.

This challenge was exacerbated by the fact that many of the more senior volunteer QGIs had left the organisation during the Glider Pause, leaving some significant gaps in experience and supervision. This has meant that, even after completing the Return to Flying, the CGS Team have had to provide additional supervisory support at the weekends to some of the VGS. Additionally, over the Glider Pause, morale had suffered enormously. The CGS Team not only had to ensure that the VGS QGIs were current and competent, but they also had to rekindle the enthusiasm of the volunteers.

Just when it looked like they were getting ahead, the COVID-19 Pandemic restrictions generated another cessation in gliding. The CGS Team took this in their stride and re-energised each VGS as soon as they were permitted to do so. They also took this opportunity to develop some outstanding online training courses, several of which have been replicated by the MAA Centre of Air Safety Training.

The last squadron (611 VGS at RAF Honington) stood up in February 2023. At weekends the CGS Team is currently operating between there, and 626 VGS (Predannack in Cornwall), as well as sustaining weekday courses at RAF Syerston, and back-filling on other units (such as 661 VGS, RAF Kirknewton, near Edinburgh). This remarkable support has enabled over 2,500 Air Cadets to be safely launched skywards in 2022/23 and put the foundations in place to double that number in the coming year.

Despite all challenges, CGS has consistently been awarded the highest grade of 'Excellent' for 'Flying Instruction and for Pure Flying' on their annual CFS standardisation visits. Indeed, 50% of the Team hold an A1 Category as 'Exceptional'

Instructors. For their outstanding contribution to Gliding training for the RAF Air Cadets, the RAF Central Gliding School Team is awarded the Central Flying School Trophy.

The Brackley Memorial Trophy

JASON SANDEVER

The universal response to any question that is ever asked regarding ground safety or aircraft weight and balance is 'Ask Jason'. Questions not only asked by his own colleagues within the UK CAA, but also from other national authorities and members of the aviation Industry worldwide.

Jason Sandever has an infectious and dedicated passion to making this area of the aviation industry as safe as possible. Jason's conscientious drive and commitment is not only evident in his role as an Inspecting Officer (Ground Safety) but also in his role as co-chair of the Ground Handling Operations Safety Team (GHOST). GHOST is a multi-disciplined CAA and Industry group, set up to address and share the learning from ground handling issues with the aim of improving safety. This role, which he has held since 2014, has seen him become a trusted and admired advocate. It is due to Jason's unstinting support and dogged determination to do the right thing that has led to him becoming recognised as a true global ambassador of ground safety and as such is regularly invited to address overseas and UK conferences and conventions supporting international colleagues.

Jason's relationship with aviation safety started back in the mid-1990s when he joined Channel Express handling and loading cargo out of Bournemouth airport. Very quickly his enthusiasm and zeal led to him becoming a loadmaster on the Lockheed L-188 Electra and the Airbus A300 freighter. This role exposed him to international travel and the need for safety awareness, vigilance and the dynamic need to overcome obstacles. Ironically, it was after the tragic loss of a Channel Express Fokker F-27 that the UK CAA recognised that it needed a subject matter expert for weight and balance, and in 2004 Jason joined the regulator.

Whilst conducting oversight of the industry weight and balance elements Jason began to identify other deviations from best safety practices. Never one to avoid a challenge his role expanded towards looking at other ground safety matters. His job title then changed to reflect this becoming the Inspecting Officer for Ground Safety.

In 2011, still with a strong passion for ensuring safe aircraft loading, Jason joined forces with the Iron Maiden lead singer, Capt. Bruce Dickinson to produce the information video 'Safety in the balance'. This video was such a success and was used by multiple agencies to instruct all manner of aviation employees on the importance of safe aircraft loading.

This video is still widely used today, and it was amusing to watch his humble response when recently attending a weight and balance course at a major aircraft manufacturer, they showed this video to the rest of the candidates without realising that he was the creator and driving force behind it.

Whether it is creating industry guidance via GHOST, designing safety accident investigations courses with Cranfield University, conducting effective oversight of his industry operators or being a passionate supportive friend and colleague, Jason will always go the extra mile and that is why he is considered by many as a role model.

For his outstanding contribution to transport aircraft operations, Jason Sandever is awarded the Brackley Memorial Trophy.

The Johnston Memorial Trophy

CAPTAIN JOHN ROBERTS

John Roberts is a highly experienced Police Line Pilot who has flown in support of police operations for 22 years since leaving the Royal Navy. In 2007 the Metropolitan Police Service acquired three highly capable EC145 helicopters, equipped with state-of-the-art camera and mission systems and in 2010 the Air Support Unit was requested to assist SO15 as part of UK Maritime Counter Terrorism (MCT) preparedness. John volunteered to take on the coordination and planning for this new role and for the past 12 years has been responsible for the Police Air Support provision of helicopters to SO15 in support of MCT.

The role was initially envisaged as being one of post event evidence gathering however, John's demonstration of the capabilities of crews and aircraft systems soon led to this expanding into an aerial surveillance role, working closely with UK Special Forces and military aviation assets. John was instrumental in building a close working relationship with SF as well as conducting training for the police crews involved in what is a complex and highly dynamic aviation environment.

He also assisted with development of the communication infrastructure that allows images to be relayed in real time to operational control centres. John regularly represents the National Police Air Service at planning events as well as flying missions during frequent MCT training exercises. He is viewed as the Police Aviation expert and has more experience in this field of operations than most, if not all, of the other attendees at the planning and training events. John has achieved this in addition to carrying out his normal duties as a Police Line Pilot and Training Captain.

His ability to plan and supervise complex operations outside of normal business led to him being approached by the MPS Chief Pilot to take on the further role of coordinating aviation support during US presidential visits. John has assisted with four POTUS visits to the UK where he has established similarly effective working relationships with the US Marine Corps and Secret Service. He has been personally commended by the USMC Colonel responsible for Marine 1 (the presidential helicopter) for his expertise and assistance in ensuring the successful movement by helicopter of POTUS during four visits. John's ability to not only fly challenging missions in support of MCT and US presidential visits, but to also coordinate with multiple agencies has been commented on by Downing Street aides.

John works tirelessly to provide the best possible support and has even taken the time to visit US colleagues during his leave periods. John's hard work and dedication over the last 12 years have made an invaluable contribution to UK security operations, over and above his work as a Police Air Support pilot and for his outstanding performance in the operation of airborne systems, John Roberts is awarded the Johnson Memorial Trophy.

The Grand Master's Australian Medal

QANTAS GROUP PILOT ACADEMY

The Australian aviation industry in 2017 was facing a pilot resourced challenge at all levels for well-trained pilots. This challenge resulted in various general aviation operators unable to provide key aviation services to remote communities throughout Australia.

The Qantas Group identified the need to develop a strategic mechanism that provides pilots for Australian general aviation as charter pilots and flight instructors but also develop a talent pipeline for the nation carrier's needs. In February 2018 the Qantas Group proposed the establishment of an ab-initio pilot training school capable of training up to 250 students and it was envisaged that the Group would partner with an established flight training organisation to set up and operate the Academy in a regional location. The Academy's strategic aims are:

- Increasing attractiveness of a flying career for school-leavers, clearly defined career paths, support diversity and First Nations peoples in becoming pilots and generate employment, especially in regional Australia
- Providing well trained professional pilots across the Australian aviation industry in particular supporting general aviation and flight instructing
- Providing a talent pool to support the Qantas Group pilot resource needs.

Within 18 months, the Academy had opened its doors in partnership with Flight Training Adelaide at Wellcamp Airport, Toowoomba. By January 2020, the Academy's facilities were completed including state of the art flight training and learning facilities plus onsite accommodation. Students of the Academy have experiences including an allocated Qantas Group Pilot mentor; professional development program; engagement with Qantas Group Chief Pilots and Heads of Training and Checking; site visits to Qantas facilities and access to Qantas resources to support their learning. These experiences are unprecedented in the Australian aviation industry.

Despite the pandemic the Academy to date has a zero-accident record and graduated 230+ students, with over 30+ gaining employment with the Qantas Group, 100+ are employed across the Australian aviation industry through various established partnerships and 30+ employed as flight instructors. Various programs including scholarships have been implemented to support diversity with over 22% of graduates being female and 3% First Nations which is a leading industry statistic. Over the coming twelve months, 100 graduates are planned to join the Qantas Group.

For their contribution to supporting the Australian aviation industry, the Qantas Group and Flight Training Adelaide are recognised for the establishment of the Qantas Group Pilot Academy and awarded the Grand Master's Australian Medal.

The Australian Bi-Centennial Award IAN HONNERY

Ian Honnery started his professional life as a lawyer while, on a pro-bono basis, simultaneously dedicating an enormous amount of time between 1976 and 1992 to his air show activities and to his responsibilities as the founding Chair of Aerospace Foundation of Australia Limited. Ian eventually became the fulltime Chief Executive of the organisation in 1999. Ian continued to serve as the CE of Aerospace Maritime Defence and Security Foundation of Australia, and then its corporate successor AMDA Foundation Limited until his retirement in 2022.

Ian's personal flying background is both as a private pilot and a glider pilot. From being the President of the tiny Schofields Flying Club on Sydney's Western outskirts to being the Chief Executive Officer of AMDA Foundation Ltd, running the Internationally famous 'Airshows DownUnder', Ian Honnery can be regarded as being the driving force behind all that AMDA and its predecessors have achieved over the last 46 years. He was at the forefront of the inaugural Schofields Airshow in 1976 and has overseen the growth which has resulted in today's significant and influential organisation.

A man of vision and of seemingly unlimited energy, Ian guided the Schofields Airshow from its modest and successful start. By the time of the last show in 1985 it had developed into a major event with significant military, industry and trade participation. The Schofields crew was then given the task of organising and staging the Bicentennial Air Show at RAAF Richmond in 1988, an official Australian Bicentennial event. It was enormously successful and properly regarded as the best air show the country had seen. Military and civil participants from all over the world took part and the event was a great success with a large crowd in attendance.

As the show's Executive Chairman, Ian's contribution to the show was recognised in 1989 when he was awarded the Oswald Watt Gold Medal (Australia's highest aviation award). Other awards have followed including the Paul Tissandier Diploma (FIA award), the inaugural R C Adams Award (AOPA, Aus), Rotary International's Paul Harris Fellowship, a Fellowship of the Australian Aviation Safety Foundation and a Fellowship of the Royal Aeronautical Society.

Ian's vision did not end with the Bicentennial Airshow, it provided the catalyst which resulted in the creation of the Aerospace Foundation of Australia and its operational division, Airshows DownUnder, dedicated to the promotion of Australian aviation and its industry by staging a permanent and regular international air show.

The result was the first Australian International Air Show at Avalon Airport near Geelong in October 1992. It combined significant industry, military and government participation through the Aerospace Expo, conferences and industry media briefings with a lengthy and varied flying display for the public featuring everything from light aircraft to aerobatics, novelty acts, warbirds, airliners and supersonic jets.

Avalon grew into a biennial event from 1995 and quickly established itself as one of the world's great airshows and the centrepiece of AMDA's activities. On Ian Honnery's watch the organisation has expanded and now also hosts several major events: Indo Pacific International Maritime Exposition, Land Forces International Land Defence Exposition, Rotortech Helicopter and Unmanned Flight Exposition and CivSec International Civil Security Conference.

For making an outstanding individual contribution to Australian Aviation, Ian Honnery is awarded the Australian Bi-Centennial Award.

The Captain John Ashton Memorial Award

CAPTAIN MARK TATTON

Captain Mark Tatton currently holds the position of Check and Training Captain for Bonza and has held numerous training leadership roles over the years. Mark hales from Tasmania and started his training journey as an instructor with the Tasmanian Aero Club in 1987. Mark's passion for training and imparting his knowledge and high standards has continued from that first instructional role.

Mark quickly moved into airlines, flying with Skywest as a Twin Otter Training Captain in Kununurra, amongst other key flying roles and then a move on to the Boeing 737-300 with Ansett Australia. Mark conducted Simulator instruction in his six years with Ansett before a number of flying roles on Kingairs, Boeing 727s and Boeing 737NG before making the move to Dubai to fly the Emirates Boeing 777. In the eight years with Emirates, Mark became a Boeing 777 Type Rating Instructor and Examiner and conducted other roles including contributing on the Line Operations Safety Audit (LOSA) Steering Committee and as a LOSA Observer.

Mark left Emirates to return to Australia as an Airbus A320 pilot with Tigerair and with his wealth of training knowledge and experience was called upon to prepare for the transition of Tigerair from the Airbus A320 to the Boeing 737NG. Mark was the Aircraft Introduction Team Technical and Check and Training Captain for the Boeing 737, culminating in Mark holding a number of management positions, including Standards Check Captain, Training Manager Boeing 737, Deputy Head of Training and Checking. Unfortunately, in 2020 with the industry impacted by COVID, Tigerair closed the doors and Mark moved on. Mark's passion and enthusiasm was not stifled at that point, he quickly renewed his CASA Grade 2 Flight Instructor rating with multi engine and IFR training endorsements, qualified as a lead auditor and commenced casual and contract instructing and charter flying. In addition, Mark gained his Senior Flight Instructor approval through Recreational Aviation Australia (RAAus) and worked with a local flying school.

More recently Mark has ventured back into airlines, spending time as a B737NG Type Rating Instructor with Qantas and in the last 10 months as an inaugural Check and Training Captain for Bonza on the Boeing 737 MAX8. Mark often freely dedicates his time to continuously learning about aviation, attending aviation and safety forums and being available as a mentor for people at all stages within their flying journey.

A summary of some of his key achievements:

- Development of manuals and training programs ranging from RAAus and GA to International Airlines.
- Management and of the aircraft Check and Training systems through transition from Airbus A320 to Boeing 737NG, including frequent checking and training in simulators and on the line.
- Contributing as a start-up Check and Training Captain with Bonza, including Operating Bonza's inaugural passenger service.
- Contributes to safety forums as a flight operations subject matter expert to continuously improve airline safety.
- Interviewed and approved as a Head of Training and Checking postholder by CASA.
- Mentoring flying school owners and new pilots.

For his service to Recreational Aviation, General Aviation and the airlines, through developing and imparting high training standards, Captain Mark Tatton is awarded the Captain John Ashton Memorial Award.

The Jean Batten Memorial Award 2023

WING COMMANDER GORDON RAGG AFC RNZAF (ret'd)

Gordon Ragg has spent his entire adult life contributing to New Zealand aviation in diverse roles. He joined the RNZAF in 1958 as a trainee pilot. After graduating, he was posted to No 40 (long range transport) Squadron, flying Handley Page Hastings C3 and Douglas DC6 aircraft, until they were replaced by the Lockheed C130H Hercules.

Following a Flying Instructors Course and a tour on Pilot Training Squadron, Gordon was posted to Central Flying School as an A1 Category Instructor. On his return to No 40 Squadron as Training Officer he was one of the RNZAFs most experienced and capable pilots. In this role he played a major part in the introduction of the Hercules aircraft into service and bore much responsibility for setting the high operating standards achieved in the first decade of its RNZAF service, standards which still prevail today.

At the end of his second tour on C130s Gordon was selected to command No 5 Maritime Patrol Squadron operating P3B Orions. On completion of this post Gordon was awarded an Air Force Cross (AFC), the citation for which states in part:

'After converting to the maritime role he guided No 5 Squadron through difficult times when the unit suffered critical shortages of trained and experienced aircrews, and when aircraft availability presented serious problems. By his personal example in the air, and by his qualities of leadership on the ground, Wing Commander Ragg ensured that in addition to the competent handling of assigned tasks, unexpected emergency situations were met, and despite often high demands imposed upon all squadron personnel, that morale was maintained at a high level. It is a testimony to the operational standards that Wing Commander Ragg had set and to the efforts that he has inspired in his crews that twice in the past three years the RNZAF has been successful in winning the international Fincastle Trophy competition for anti-submarine warfare proficiency whereas the trophy had proved elusive for the previous sixteen years'.

Gordon left the RNZAF in 1985. In civilian life he has continued his service to New Zealand having been appointed a Justice of the Peace. From 2002 he was Chairman for 17 years of the No 5 Squadron RNZAF Association, of which he is still a committee member.

Gordon was deeply involved in the formation of the New Zealand Region of the then Guild of Air Pilots and Air Navigators. Gordon joined the first Executive Committee and oversaw the Trophy's and Awards portfolio and other tasks for twenty-eight years. He was elected Chairman of the Regional Committee for two terms and was one of the NZ Region's first Liverymen. He has also been awarded a Master Air Pilots Certificate.

Service to youth in New Zealand and his interest in aviation also continued when in 2002 he was appointed by Scouts New Zealand as Director of the Walsh Memorial Scout Flying School, which is held annually at Matamata. He held this position for fifteen years. As Director he was responsible for the safe and successful conduct of the school. Included amongst those duties was his responsibility to CAA for all aspects of the operation and compliance with civil aviation rules. This school is extremely prestigious, and several Governors-General attended as Guests of Honour to present awards during Gordon's term as Director.

It was fitting that in recognition of New Zealand's first recognised aeroplane flight by the Walsh Brothers in 1911, Gordon acted as Chairman of the Centennial Committee that arranged a successful commemoration in 2011. Gordon has been deeply involved in the Allied Air Forces Masonic Flight (NZ Constitution) as Patron. He is also Patron of No 3 (Auckland City) Squadron, Air Training Corp. For a lifelong outstanding contribution to New Zealand Aviation, Gordon Ragg is awarded the Jean Batten Memorial Trophy.

The Sword of Honour FRANCIS DONALDSON

For more than 30 years, Francis, as Chief Engineer, headed the engineering resources for firstly the Popular Flying Association and then the Light Aircraft Association. In that time, he has in his own words 'convinced the CAA of the merits' of more than 3,000 aircraft, recommending their issue of permits to fly. He has also overseen the engineering and handling reviews of around 200 different types.

Francis has overseen the amateur-built sector of aviation expanding almost tenfold, with new construction techniques, electronics and equipment undreamt of by the builders of the early wood and fabric. In addition, he enabled the transfer of an increasing

number of historic light aircraft on to permits to fly, after demised manufacturers were no longer able to provide support for their continuing airworthiness.

A qualified design engineer, with previous experience in developing production aircraft such as the Edgeley Optica, Francis has an unmatched knowledge of the design and airworthiness of light aircraft of all eras as well as hands-on experience as a builder, restorer and pilot. He first put his flying skills into practice at 14 on open cockpit Slingsby T.21 gliders and at age 25 gained his PPL on an old Auster, a basic non-radio taildragger. He was by then working at Old Sarum in Wiltshire on the unconventional Optica observation aircraft. He also managed to convince others of the merits of home-built aircraft, forming a syndicate to operate an Evans VP-2 and a Currie Wot.

Even after more than three decades, Francis' enthusiasm is undiminished working on everything from the latest high-tech types such as Ivan Shaw's innovative ISA 160 Seeker design to the 1911 Waterbird, a replica of Britain's first float plane.

Francis stood down from his role as Chief Engineer of the LAA at the beginning of 2022, but has remained involved as a consultant, thus allowing the Association to have continued access to his encyclopaedic knowledge, backed by 'real-world' engineering and flight-testing expertise. It is hoped his knowhow will continue to benefit the recreational flying community for many years to come.

Francis has had awards before, but no-one has been more influential to the progress and development of light aircraft than any over the last 30+ years. In recognition of his outstanding contribution to General Aviation, Francis Donaldson is awarded the Sword of Honour.

The Myles Bickerton Trophy ALICIA HEMPLEMAN-ADAMS

On Tuesday 22nd November 2022, after a further 2.5 years of planning and training since her last World Record balloon flight, Alicia set a new FAI AX4 female duration record of 7 hrs 40 mins and 30 secs. This was previously held by Canadian Sandra Wolfe since November 2015 with 7 hrs 24m 35s.

On the same flight Alicia set a new FAI AX4 female distance record of 301.9 kms. This was also held by Sandra Wolfe since January 2012 with 118 kms. The flight therefore more than doubled the distance record. In addition to gaining the two duration and distance world records, Alicia also set a total of 10 new British general (male and female) and female records. Some of these records previously dated back to 1994.

Alicia took off from High River, Alberta, Canada, chosen because its low ground temperature helps the balloon operate more efficiently. The weather conditions were particularly tricky with a strong warm Chinook wind. Ground temperature was -1C and the winds caused a strong curl over effect on take-off. Alicia's balloon had to be held on the ground while being heated at the start, so that her initial climb was as rapid as possible to avoid crashing due to the curl-over.

Alicia flew in a strong wind, with a significant part of the flight at speeds of 50kph and had to work hard for the entire flight to keep her balloon stable between layers of air moving in different directions and at different speeds. It led to her balloon sometimes rotating as she crossed these layers. Alicia flew in temperatures estimated below -30C, with the ground temperature on landing being -4C, plus a significant wind chill on landing.

In February 2020 Alicia set the World Female Altitude Record in an AX4 Class hot air balloon, at 4628m (15,184 feet), and gained the British Female Duration Record in the same flight.

Prior to the latest record flight, Alicia worked with balloon maker, 'Ultramagic', refining the equipment for a completely different type of flight. The double-skinned balloon was fitted refined with internal lines for breaking accumulated ice. She also consulted with Canadian meteorological experts and trained for duration flights in Mondovi, Italy before going to Calgary.

Alicia is the daughter of British explorer Sir David Hempleman-Adams and holds the record for the youngest person to have reached the North Pole, when she was flown there to meet her father at the age of eight. On 13 April 2005, aged 15, she became the youngest person to traverse Baffin Island, taking 10 days to walk and ski the 200 miles. Alicia and her three companions had to battle a wind chill factor of -30C, thin ice and open water along the trek.

Alicia is a strong ambassador for British and female pilots and ballooning, gaining huge respect from everyone who has worked with her and handling the world's media's attention with good grace. She is a very worthy recipient of the Myles Bickerton Trophy for outstanding flying achievement in General Aviation.

The Hanna Trophy

PAUL STONE

Paul Stone is a military and civilian (EASA Cat 1) qualified test pilot who served in the Royal Navy for 20 years followed by 14 years in the defence industry, accumulating over 4700 hours on more than 200 aircraft types. Paul maintains a diverse set of civil test-flying and display flying skills he gained a seaplane rating in 2006 and has owned several light aircraft including a Gyrocopter and currently operates a Vans RV7. Paul left BAE Systems as a Director in 2019 to refocus on his passion for flight test, displaying vintage aircraft and contribute further to his specialism in VTOL development.

Paul is now employed full time in Germany as an eVTOL test pilot pioneering the next generation of electric air vehicles. Nonetheless, he continues to be a devoted supporter of General Aviation, having gained a PPL at age 17 before obtaining a driving licence and flying privately throughout his professional career, owning and operated at various times a Luscombe, Cessna 120, Vans RV6, MT03 Gyrocopter and Vans RV7.

As a Royal Navy pilot and Squadron Commander, Paul displayed the Sea Harrier FA2 at overseas air shows and supervised other military pilots displaying the Sea Harrier; he also flew with the Royal Navy Historic Flight, displaying the Sea Hawk and Sea Fury.

While still in the Royal Navy, Paul became the youngest ever pilot to join the Shuttleworth Collection 1996. Paul has held a CAA Display Authorisation (DA) for over 25 years and is passionate about developing the next generation of display pilots. As a Display Approval Examiner (DAE) he has mentored and supervised new display pilots to help them gain a DA and find their first display venue. Paul has displayed at a multitude of venues in Great Britain and Northern Ireland, including Old Warden, Duxford, RIAT and Farnborough International air shows.

However, his involvement in display flying extends far beyond the cockpit. While at BAE SYSTEMS, he was the first ever civilian approved by the Military Aviation Authority to award Public Display Approvals for military fast jet displays – for the Typhoon and

Hawk T Mk2. He supported the CAA in the development of CAP 406 and CAP 1724, post Shoreham, including the introduction of a more pragmatic method of renewals for the more experienced DA holders. He also holds a Flying Display Director (FDD) Tier 3 Qualification – the highest level – and acts as FDD at Shuttleworth Air shows.

In 2019, Paul became the Shuttleworth Collection Chief Pilot. Last year was his fourth year in a role that claims much of his spare time and makes him responsible for 20 volunteer pilots flying over 40 types. As Chief Pilot, Paul's notable achievements include:

- The introduction of a new and benchmark Safety Management System for the collection.
- Developing and promoting the Tyro display concept adopted by CAA to incentivise display organisers to enrol ab-initio display pilots to fly at their displays, thereby supporting the introduction (injection) of new blood into what was quickly becoming an ageing community.
- Actively encouraging new talent by providing a safe and nurturing environment for new display pilots to debut at Shuttleworth air shows, with all the support and encouragement they need to break into the display community.
- Supervising and managing display currency and mitigating skill-fade for 20 pilots flying multiple types. This enabled Shuttleworth to continue to provide displays post lockdown during the Covid pandemic and to lead the regeneration of air shows during Covid recovery.

Over many years, Paul has made an outstanding personal contribution as a display pilot to air shows in the UK and overseas, flying historic, vintage and modern jet fighter aircraft setting the highest of standards and inspiring others to follow his example. That contribution is matched by his efforts out of the cockpit towards improving standards and the development of new entrants to the demanding environment of display flying. Still working as a test pilot, Paul continues to devote his available free time to both tasks. His exceptional achievements and outstanding contribution make him a worthy recipient of the Hanna Trophy.

The Derry and Richards Memorial Medal FLIGHT LIEUTENANT AARON HOW RAAF

Flight Lieutenant Aaron How has emerged as the Royal Australian Air Force's (RAAF) premier junior Flight Tester during his past year at the Aircraft Research and Development Unit (ARDU). His tenacious work ethic, strong airborne aptitude, objective judgement, high proficiency with test processes, ability to lead and mentor junior members and strategic organisational outlook are all of the highest standard.

Aaron can be relied upon for timely, accurate and objective judgement, flying performance and technical analysis. He has become a senior leader and mentor at ARDU. Aaron often volunteers for difficult or inconvenient tasks and maintains an exceptional flying rate of effort and throughput of flight test tasks. He concurrently maintains a B Category on the FA-18F, C Categories on Hawk-127 and PC-21 categories, as well as his Qualified Test Pilot category.

Aaron has skilfully led and/or flown a substantial number of disparate tasks including scoping for international innovative weapons programs, highly complex integrated test events in large joint exercises for networked Long-Range Strike Weapons, technical tuning of flight model of the PC-21 simulator to allow its use for training ab initio pilots, and novel air-to-air refuelling clearances. He provides routine assessment of new Number 82 Wing (F/A-18F and E/A-18G) capabilities and is relentless in ensuring the

Squadron maintains its core flying and flight test capabilities such as Flight Test Aircrew selection and development of other aircrew at ARDU. On one occasion he was the Test Pilot on two concurrent PC-21 test programs, seamlessly switching between them despite having flights on the same day. Throughout, Aaron provided briefs to the large test team, reliable results, and detected anomalies in test data and proactively solved several problems allowing the team to achieve its test objectives and improving PC-21 capability for runway performance and datalink trail procedures. Aaron showed his adaptability this year becoming involved in capability development of the MQ-28A Ghost Bat. After providing Flight Test chase for MQ-28A flight trials at Woomera, Aaron was heavily involved in ongoing development of the platform through operational and flight test inputs to "sprint design sessions" with Boeing Defence Australia, as well as several other MQ-28 related trials.

In addition to performing the duties expected of most squadron pilots, Aaron must be across airworthiness regulations, flight test processes and analysis of highly technical test data, operational procedures and tactics for multiple platforms and maintenance of relationships with customers.

For consistently demonstrating the finest qualities expected of Flight Test Aircrew and RAAF pilots and significantly contributing to the capability development of a broad range of RAAF airborne systems including experimental Uncrewed Aircraft Systems (UAS), experimental weapons and several in-service simulators and aircraft, Flt Lt Aaron How is awarded the Derry and Richards Memorial Medal.

The Master's Commendation CAPTAIN ALASTAIR RORRISON AAC

Captain Rorrison is an exceptionally experienced and talented pilot who has been involved in a broad spectrum of Army Aviation roles, on multiple types, worldwide. This citation marks 28 years and 6400 flying hours of dedicated service in the air.

Capt Rorrison joined the Army as a cavalry soldier in 1987, was awarded Wings on Army Pilot Course 349 in 1994, qualified as an aircraft commander in 1998 and completed the Qualified Helicopter Instructor (QHI) Course in 2013. During a wide and varied career in Army Aviation he has flown Gazelle, Agusta 109, Bell 212, Lynx and Squirrel aircraft types. He has been deployed on exercises and operations in N Ireland, the Balkans, the Middle East, Asia and embarked with approximately half of his career to date in direct support of Special Forces (SF).

Prior to qualification as a QHI, Rorrison was an extremely effective operationally focused pilot delivering in a broad spectrum of roles across Army Aviation from covert operations in Northern Ireland, Detention of Persons Indicted for War Crimes in the Balkans, war fighting as a Patrol Commander in Iraq, as a Trials Pilot, domestic Counter Terrorist (CT) and SF roles based from Hereford, Casevac and Jungle Aviation in Brunei and as Flight Lead with 657 Sqn AAC on global CT SF operations. Notable achievements include flying prime ministers, senior royals, Service chiefs along with foreign Service chiefs and senior politicians.

During the 2003 Gulf War, Rorrison commanded aviation patrols, leading the spearhead advance of British forces across the Iraqi border towards Basrah and onwards towards Bagdad. He was the first coalition aircraft patrol into Basrah airport, once it had been secured by ground troops. He enabled, from the air, the safe deconfliction of Police, Air Ambulance and Military aircraft in poor weather during the immediate response to the 2005 London bombings. He has flown numerous missions to save life, extracting injured individuals from the jungle in Brunei or casualties on the

Brecon Beacons. A testament to his skill and tenacity, is that once tasked he has never failed to extract a casualty, day or night, despite encountering horrendous weather and the most challenging conditions at times.

As the 8 Flight Operations Officer, he was instrumental in the development of SOPs in the Domestic CT role to mirror the global SF capability, whilst ensuring he and his pilots retained the ability to move unobtrusively around the UK on business. He led missions in Afghanistan to deny the insurgency freedom of movement, interdicting narcotics trafficked out of the country and lethal aid reaching the end user.

As a QHI, Capt Rorrison's instructional and supervisory skills came to the fore as a QHI delivering the operational training phase of the Army Pilot Course. He became the Sqn QHI of an independent Sqn 8000 miles from home and latterly as an Officer Commanding, delivering Flying training on the Army's two legacy platforms at Middle Wallop. A poacher turned gamekeeper, he has utilised his experience and knowledge garnered over nearly 20 years of operational flying to train the next generation of Army pilots and mentor his charges, supervise and assure safe flying. His ability to actively identify and manage risk whilst advising superiors on effective measures to deliver aviation safely has been key to his performance. His time as the Sqn QHI in Brunei was particularly successful; his calm and measured approach to the task combined with an innate flying ability was fundamental to his successful tour which saw the Sqn twice graded above average during the biennial Standards inspection. On return to the UK, he then guided his team through another biennial Standards inspection again achieving an Above Average grade.

Captain Rorrison's military aviation career is an exemplary display of selfless commitment and dedication, executed safely, efficiently and without fuss or fanfare. An experienced, highly capable and truly professional aviator, his service record and personal contribution to Army Aviation and wider Defence has been outstanding. For his long and outstanding service and devotion to duty in the air, Captain Rorrison is a deserving recipient of the Master's Commendation.

The Cumberbatch Trophy LIEUTENANT CRAIG ALLEN RN

Lieutenant Craig Allen is employed as the Risk Manager for Merlin Helicopter Force at RNAS Culdrose. A non-aviator, he has stepped into a traditionally aircrew environment and has far exceeded his expected tasks and significantly improved not only Merlin Helicopter Force safety and risk management but developed tools and systems transferrable to the whole military aviation fleet, with potential to improve Defence-wide aviation safety and risk management using an evidence based, forward looking, approach.

Initially temporarily assigned to Merlin Helicopter Force, Lt Allen began looking at the complex problem of scoring and measuring how effective procedures, equipment and measures (barriers) are at preventing a risk-based event such as mid-air collision, as part of the Bow-Tie risk management system. The capability of this process relied on a panel of experienced and qualified personnel being assembled to "score" activities using judgement and experience to measure the effectiveness of these barriers.

While deemed acceptable by the Regulatory Authority, he identified that this system offered no qualitative system of underpinning the scoring, meaning the effectiveness of the barrier could be flawed or manipulated by the makeup of the panel. Self-taught on Power BI, a Microsoft tool for business analytics that lets you visualise your data and share insights, Lt Allen sought to develop a system for cross-mapping Defence Aviation

Safety and Occurrence Reports and scoring them against barriers. Using these scores, the person responsible for the barrier and Risk to Life duty holders can see where they have effective barriers and easily identify where their system has weak points that could lead to an accident chain.

While developing this, Lt Allen further identified that the Air System Safety Case also relied on a series of subjective statements in the 'Claim-Argument-Evidence' based document, where the evidence was buried deep in the Defence Aviation Safety and Occurrence Reporting system, or again through subjective panels of experienced and qualified personnel.

Creating further Power BI tools in liaison with an RN Safety Manager and Military Aviation Authority experts, he has implemented a system that enables the Defence Aviation Safety and Occurrence Reports to be scored against both Bow-Tie barriers, and also Air System Safety Case sub-claims, giving a reliable, evidence based, qualitative assessment of risk up to risk to life holding Admiral level.

It will take time to fully realise the benefits of Lt Allen's work, this is due to the time it will take to further build the database of Defence Aviation Safety and Occurrence Reports evidence, but in the meantime, the systems he has developed are being used to provide early warning of failing barriers, alerting owners that changes are needed, while also providing underpinning evidence to the Air System Safety Case. His work could ultimately lead to early identification of a hidden risk and prevent an accident from happening. Attracting much attention, his work has been briefed to the Rear Admiral of the Fleet Air Arm, and wider to the Military Aviation Authority who are working with him to take this on for employment across the defence estate.

Working largely unaided, innovatively, self-teaching en-route, and achieving well beyond the bounds of his Terms of References, Lt Allen identified an area that undermined aviation safety and dedicated his time to establishing a system to address potential safety shortfalls. It is not possible to say for certain if he has prevented an accident, but what he has done is establish a system that moves risk management and scoring from subjective to objective, maximising the evidence available, and linking the Bow-Tie, Defence Aviation Safety and Occurrence Reporting and Air System Safety Case safety systems potentially across the defence aviation arena. This is a rare forward-looking approach in a world traditionally based on learning from previous incidents. For his outstanding contribution to aviation safety, Lt Craig Allen is awarded the Cumberbatch Trophy.

The Hugh Gordon-Burge Memorial Award

DAVID BARRELL

On Saturday 4 September 2021, David Barrell was the formation lead pilot for the AeroSuperBatics wing-walking display team and suffered a partial engine failure mid display at the Bournemouth Air Festival. An engine failure being even more of a concern for display pilots due to the low heights at which displays are flown, this situation was further complicated by performing formation aerobatics over water. The problem first manifested itself whilst inverted performing a formation loop.

David first started display flying in 1999 and joined AeroSuperBatics in 2006 and has completed well over 1300 displays (not counting practice displays). This experience and the well planned and rehearsed procedures used by AeroSuperBatics, together with David's calmness under pressure, led to a textbook handling of a difficult situation. David immediately terminated the display and informed the Flying Display Director by radio of a partial power loss. He also signalled the wing-walker to get down from the rig

and secure herself in the front cockpit and remove the safety tether, in readiness to evacuate the aircraft. The number two aircraft was also instructed to move further out in case David needed to make an abrupt manoeuvre or suffered control difficulties.

During this time David continued to evaluate the state of the aircraft, which was still producing power, albeit reduced but sufficient to maintain height. Options were considered whether to ditch in the sterile display area on the water, or attempt to make it back to the airport, or an off-field landing. A prime consideration was not to overfly the spectators or built-up areas. David considered that a route to the west along the coast and into the Poole harbour entrance would ensure no risk to those on the ground and potentially enable a return for a safe landing.

However, the engine continued to lose power and approaching the harbour entrance, it became clear they would have to ditch. David continued to assess the safety of others and selected a touch down point out of the boating lanes and away from the chain ferry but close to land and potential rescue assistance. He carried out a well-judged ditching at minimum speed in a tail down attitude, but despite this, the aircraft flipped over on impact. David evacuated the aircraft and continued to look after the wing-walker, who was in a state of shock and needed assistance to vacate the inverted and submerged aircraft.

Assistance was soon on hand from a small inflatable dinghy which was first on scene and only had space for the wing-walker on board. The rescuer remarked at David's calmness when he said he would hold on to the side whilst they towed him to shore. Both were taken to hospital with minor injuries and discharged later that day.

The professionalism with which the incident was handled continued with the post incident analysis aided by the AAIB report, which confirmed how well the incident was handled and the planning for such an incident. The SOPs and regular rehearsal briefings were found very complete, and it was decided by the team to add some extra hand signals for crew communication. Analysis of the mechanical failure which caused the total loss of engine oil and the subsequent engine failure, led to inspection of other display aircraft and engineering changes made to address the potential weakness.

David Barrell's outstanding behaviour and action on this occasion contributed directly to the saving of his passenger and potentially others, and he is accordingly awarded the Hugh Gordon-Burge Memorial Award.

The Barry Marsden Memorial Award

CAREFLIGHT TEAM

During spring 2022 the central western region of New South Wales (NSW), Australia received nearly three times its average rainfall. The Lachlan River system was impacted. This system is a tributary of the Wyangala Dam, a major reservoir situated below the Lachlan and Abercrombie rivers, near Cowra, NSW. This rainfall was the cause of the event described below which required the services of CareFlight Emergency helicopters.

During the days preceding the event, heavy rain impacted the Lachlan and Abercrombie Rivers with between 120-250 mm falling over two days. 120mm had fallen in the preceding 12 hours alone, overwhelming already swollen rivers and dams.

Spills from Wyangala Dam peaked at a record 230,000m litres a day. In the early hours of 14 November 2022, in Eugowra, a town of approximately 700 people in Central Western NSW, the town's flood alarm system sounded, warning residents in low lying

areas to evacuate. Prior to dawn, Eugowra was almost destroyed by a flash flood that reached 11.2 metres. The wall of water was strong enough to lift cars and push houses off their foundations.

Rescue helicopters were sent in to assist. CareFlight operates and maintains rescue helicopters on behalf of the NSW Rural Fire Service (RFS) and was tasked to the area as part of the broader State Emergency Service (SES) and Australian Defence Force activities on the day. The CareFlight team was Todd Wilson, Rotary Wing Pilot, Jake Laurie, Aircrew Officer and Nigel Korff, RFS Aviation Rescue Crewman.

On arrival, the team was confronted with a scene of utter devastation, raging flood waters metres deep and residents and children perched on the roofs of their submerged homes, holding on to save their lives.

The CareFlight team displayed true humanity through real heroism. On that day, between 0830 and 1900, the team successfully completed 17 winch rescues safely, many off roof tops, 14 landings and accumulated 7.3 flight hours. The team received the following text message from one resident, rescued with her daughter, Korra, that clearly explains the extent of their efforts on the day.

"We had nothing up there on the roof. I was trying to wet Korra's lips with my hand. You had a presence when I saw you checking the house across the road. I had waved at every helicopter for 6 and a half hours without hope, but you pointed back at me and I just cried! Just relief.

I had jumped out of my car and ran to that house. We were inside but 2 waves hit us in the house, and we had to get out. We had slipped down that roof a few times. From tiredness of holding a toddler, I didn't actually know how much longer I could stay there. My car was 150 metres away, totalled from where I got out. I have nothing left from my house, but I'm not concerned, I have Korra.

Your calmness calmed me. In a devastating hopeless moment, you gave me hope. You were safe, and that was something I didn't have that day."

On that day, Todd, Jake and Nigel worked flawlessly as a team, conducting themselves calmly with outstanding technical knowledge and compassion, allowing the successful execution of 17 difficult rescues in a safe and efficient manner. For exceptional service in extreme circumstances the CareFlight team is awarded the Barry Marsden Memorial Award.

The Prince Philip Helicopter Rescue Award CREW OF 'RESCUE 924'

During the night of 31 October 2022, the crew of Rescue 924 (R924) rescued eight yachtsmen from the 12-metre yacht 'Gannet' to the west of the Lizard Peninsular in challenging storm Force 10 conditions caused by Storm Claudio. The crew of R924 were on scene for 1 hour and 7 minutes and faced with conditions that were described by the Penlee Lifeboat crew as 'horrendous weather conditions' with 'a screaming wind gusting Force 10, driving heavy rain, rough seas and extremely poor visibility'.

Demonstrating exemplary initiative, crew co-operation, tenacity and skill, the crew of R924 quickly and correctly identified that they were the best placed asset to respond to the intensifying incident and conduct the rescue of all crew members from the yacht.

At 2107 hours the crew of R924 were scrambled to conduct an urgent medical transfer of a patient from the Isles of Scilly to the Royal Cornwall Hospital, Trulisk in Truro. As the crew started the helicopter, the wind direction veered by 100 degrees and increased

to over 35 knots with gusts of 47 knots, and, on taking off from Newquay Airport, the wind temporarily registered 60 knots. Once settled in transit, it became apparent to the crew that Falmouth Coastguard and the RNLI's Penlee Lifeboat from Newlyn were dealing with a serious situation involving the 12-metre French yacht 'Gannet' off the south coast. Continuing to monitor the situation during their transit to the Isles of Scilly, the crew were alerted to the worsening situation by a discussion between the lifeboat and the yacht over abandoning the yacht as it was now taking on water. The situation was exacerbated by the fact that two of the yachtsmen were in 'a poor state' and there were insufficient life jackets available for everyone onboard.

R924's captain radioed the aircraft's controlling agency, 'UK Rescue', to advise of the developing severity of the events unfolding during the tow of the yacht and explaining that any other rescue aircraft attending from adjacent bases would face a 50-knot headwind and therefore delay in arriving on scene. Meanwhile, the WinchOp contacted Falmouth Coastguard to let them know that R924 was available for tasking and R924 was tasked at 2206 hours, arriving on scene 12 minutes later.

On scene, the Penlee Lifeboat and yacht were making 3 knots headway against heavy seas with wave heights between 5 and 7 metres and winds of 45 to 55 knots (52 mph – 63 mph). Although under tow, the yacht was slewing by up to 60 degrees and pitching and rolling as it was alternately dragged up the face of the advancing waves and then surfed down the retreating side.

Once established in the hover, the crew's responsibilities were divided into aircraft safety and external communications coordinated by the co-pilot, and flying by the captain of the aircraft under the direction and con from the WinchOp who would also conduct the winching to deliver the winchman/paramedic to the deck of the yacht to assess the medical condition of the eight yachtsmen and affect their recovery and rescue.

The yacht would have been difficult enough to winch to in benign conditions due to its standing and running rigging, but the prevailing conditions compounded the situation. Nevertheless, the winchman/paramedic was content to try to get onboard and it was decided that the use of a hi-line tended by the yacht's crew was the only means of getting him to the deck. Running in to drop off the hi-line, it became apparent that the captain of the aircraft would be unable to keep the yacht in view once in the winching position and his visual references would therefore be the pitching lifeboat ahead and the few distant lights onshore as viewed through Night Vision goggles.

Once the hi-line was successfully delivered to the vessel, the winchman/paramedic attached himself to the winch and was lowered to a suitable height above the wave crests. Despite assessing his height correctly, he was almost immediately struck by a wave that was higher than the average. The winch operator then began a continuous and accurate con to guide the captain of the aircraft to a position where the winchman could be assisted onboard the yacht. Instinctively increasing the rate of the con and flow of information to the captain as the aircraft approached the stern of the yacht, the vessel unexpectedly slewed and the winchman was suddenly faced with boarding it on the starboard side amid-ship. Rapidly securing himself to the heaving deck, he swiftly released the winch wire from his harness and commenced dealing with the crew.

As the aircraft re-positioned onto the port side of the yacht, the 200 ft hi-line snagged on the deck, the weak link parted and the line was lost. During the process of passing a second 200ft hi-line to the vessel, a combination of its random pitching, rolling, slewing, accelerating and decelerating caused the line to wrap around the standing rigging. With only 2 shorter 150 ft hi-lines left in the aircraft, it was assessed that these

would not have allowed a sufficient margin of error for the movement of the vessel. Faced with the alternative of returning to base to pick up longer hi-lines, the crew decided that they would not leave the yacht but that they would join the last two remaining lines to form one of sufficient length. In the meantime, the winchman assessed the crew and prioritised who should be lifted first. Encouraging and directing the crew members into action, some of whom were becoming unresponsive, he briefed them on tending the hi-line and winching techniques. Once this was done, the hi-line was passed to the vessel and preparations made for the winching. Under the precise directions of the winch operator to the captain of the aircraft they were able to get closer to matching the yacht's motion allowing brief spells when they could safely winch and rescue the yachtsmen clear of the deck.

During the next 30 minutes, six of the eight yachtsmen were successfully winched to the aircraft in pairs. Following a short discussion among the crew it was decided that the winchman and the remaining two yachtsmen would be brought up to the aircraft as a triple man lift, which is normally only used in extremis. This decision was based on the judgment that the vessel's motion would become even more unpredictable once the yacht's helm was left unattended and it could broach to the point of capsizing.

As the WinchOp prepared for the final winch evolution, he noticed that four strands had broken on the winch wire and the hoist in use was therefore no longer serviceable. This focused the crew's minds on completing the final lift without delay and winching was switched to the outboard of the two hoists fitted to the aircraft. As expected, once the helm was left unattended the yacht's motion became even more random and the WinchOp sought to con the aircraft to intercept its path to affect the rescue. Following a more protracted approach to the vessel, the winchman and the remaining two yachtsmen were winched onboard and R924 departed the scene for base.

During the rescue, the entire crew of R924 performed exceptionally and selflessly under severely trying conditions and at great danger to themselves. The combined actions and teamwork were pivotal to the successful outcome of the rescue. The crew of R924 is accordingly awarded the Prince Philip Helicopter Rescue Award.

MASTER'S REGIONAL AWARDS

Selected by the Regional Executive in each Region and presented in the Region by the Master during the annual Tour.

AUSTRALIAN REGION – Barbara Trappett

HONG KONG REGION - Captain Lachland Lawford

NORTH AMERICAN REGION – North Shore Rescue

SCHOLARSHIP WINNERS

FLYING INSTRUCTOR (RESTRICTED) - FI(R)

SWIRE	-	Matthew Beckett
NORMAN MOTLEY (AST)	-	Jonathan Stamp

PRIVATE PILOT LICENCE – PPL

AIR BP 'STERLING'	-	Mollie Wadsworth
CADOGAN	-	Josh Fagan
GRAYBURN	-	Hannah Whelan
DONALDSON	-	Dee Limbaya
WIGLEY (BALPA BF)	-	Emma Lees
LANE-BURSLEM (BALPA BF)	-	Khalid Abdulghani
BOB DAWSON (BALPA BF)	-	Jacob Cooper
AIR PILOTS BENEVOLENT FUND	-	Jack Lippiatt
SIR SEFTON BRANCKER (APT)	-	Sophie Morgan

AIR PILOTS GLIDING SCHOLARSHIPS

AIR PILOTS BENEVOLENT FUND	-	Antoni Krzyzos
AIR PILOTS FLYING CLUB	-	Rhys Parker
AIR PILOTS FLYING CLUB	-	Samuel Jeffs
AIR PILOTS FLYING CLUB	-	Alfie Johnston
AIR PILOTS FLYING CLUB	-	Adam Rose
AIR PILOTS FLYING CLUB	-	Donnach Gibbons
AIR PILOTS FLYING CLUB	-	Alfred Dicks
AIR PILOTS TRUST	-	David Ringelmann
AIR PILOTS TRUST	-	Adam Webb
AIR PILOTS TRUST	-	Kai Prema
AIR SAFETY TRUST	-	Rafael Oakes
AIR SAFETY TRUST	-	Toby Ayres
AIR SAFETY TRUST	-	Harry Ng
AVIATION FOCUS GROUP	-	William Frost
AVIATION FOCUS GROUP	-	Frederick Sills
AIR PILOTS Pilot Aptitude	-	Ciaran Cain
AIR PILOTS Pilot Aptitude	-	Henry Hodgson
AIR PILOTS Pilot Aptitude	-	Jake Hill
JAMES WINSPEAR	-	Charlie Bode
LYNDON-DYKES (PM D.SAUL POOLEY)	-	Lucas Stephens
HOCKINGS (PM D.SAUL POOLEY)	-	Emmanuel Biju Joseph
RAFA	-	Amelia Harrison
VIRGIN	-	Faith Anne Riches
VIRGIN	-	Robert Johnson
2EXCEL	-	Cameron Brown
2EXCEL	-	Ruth Briggs-Waites
2EXCEL	-	Mohammed Shaik

**MASTER AIR PILOT
MASTER AIR NAVIGATOR
MASTER REARCREW**

CERTIFICATES

Certificates which were either presented (following earlier award notification) or awarded to the following recipients in 2023:

MASTER AIR PILOT

Captain Ross PARKER	1290
Commander Andrew McKIE	1291
Captain Robin KEEGAN	1292
Warrant Officer 1 Robin BARCLAY	1294
Group Captain Colin THIRLWALL	1295
Nicholas LEWIS	1298
Squadron Leader Richard ALLISON	1299
Captain David PRICE	1300
Flight Lieutenant Andrew GRIFFITHS	1301

MASTER REARCREW

Alistair KITWOOD	1293
Richard TAYLOR	1296
Colour Sergeant Gary BELL	1297