



THE HONOURABLE COMPANY OF  
**AIR PILOTS**

# **TROPHIES AND AWARDS 2019**

## **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.

2019 awarded to: **STUART KING**

## **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.

2019 not awarded

### **The Master's Commendation**

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

2019 awarded to: **FLIGHT LIEUTENANT CHRISTOPHER STRADLING RAF**

### **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.

2019 awarded twice to: **WING COMMANDER ROBERT CAINE RAF**  
**CARLTON REAL – NEWQUAY RESCUE 924**  
**JAMES KETCHALL**

### **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.

2019 not awarded

### **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.

2019 awarded to: **CAERNARFON RESCUE 936**

## **FLIGHT OPERATIONS**

### **The Sir Barnes Wallis Medal**

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

2019 awarded to: **MAJOR THOMAS ASELTINE USAF**

### **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.

2019 awarded to: **AARON PEARCE**

### **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.

2019 awarded to: **BRITISH AIRWAYS CONCORDE FLEET**

**The Johnston Memorial Trophy**

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

2019 awarded to: **TORNADO GR FORCE**

**The Sword of Honour**

Awarded for an outstanding contribution to General Aviation.

2019 not awarded

**The Myles Bickerton Trophy**

Awarded for outstanding flying achievement in General Aviation.

2019 awarded to: **JEFFREY MILSOM**

**The Hanna Trophy**

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

2019 awarded to: **NIGEL LAMB**

**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.

2019 not awarded

**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).

2019 awarded to: **TEST PILOTS – F35 INTEGRATED TEST FORCE**

**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.

2019 awarded to: **LIEUTENANT JONATHAN MOORE RN**

**The Cumberbatch Trophy**

Awarded for an outstanding contribution to aviation safety.

2019 awarded to: **WARRANT OFFICER 1 PETER BALCOMB**

**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.

2019 awarded to: **LIEUTENANT MICHAEL PLANT 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.

2019 awarded to: **673 SQUADRON ARMY AIR CORPS**

### **The Pike Trophy**

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

2019 awarded twice to: **DOROTHY SAUL-POOLEY**  
**CAROL COOPER**

### **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.

2019 awarded to: **ELTON HOVE**

## **COMPANY ONLY**

### **The Sir Alan Cobham Memorial Award**

Awarded for meritorious service to the Company.

2019 awarded to: **RUTH CUNDY**

## **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.

2019 awarded to: **RAAF AIRCRAFT RESEARCH AND DEVELOPMENT UNIT**

### **The Australian Bi-Centennial Award**

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

2019 awarded to: **NATHAN HIGGINS**

### **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.

2019 awarded to: **CAPTAIN DAVID EVANS**

### **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.

2019 awarded to: **GLYN POWELL and WARREN DENHOLM**

## **AVIATION MEDIA**

### **The 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.

2019 awarded to: **BENJAMIN DUNNELL**

## Citations are listed in the order of presentation

### CITATIONS

#### **The Award of Honour**

##### **STUART KING**

Seventy-five years ago, Stuart King had the vision to see that aviation was key to bringing help and hope to people in the world's poorest and remotest communities. While still in the RAF he began to build Mission Aviation Fellowship, and on 13<sup>th</sup> January 1948 with ex-Service colleagues took off for Africa in their first aircraft. Over the next 40 years Stuart has led MAF through its global expansion, constantly advancing the scope and scale of its operations, modernising its aircraft, and improving MAF's capabilities.

Today, MAF operates 131 predominantly light aircraft in 27 developing countries around the world, from Mongolia to New Guinea, and Sudan to South America. Here, where surface routes are often non-existent or impassable due to conflict or weather, MAF operates into some 1,400 of the poorest and most inaccessible locations. In 2018, MAF flew over 8 million miles, carried 157,000 passengers (430 per day), moved over 6,000 tonnes of freight, and in doing so supported over 2,000 organisations. Every 4 ½ minutes, a MAF aircraft lands or takes off somewhere in the world.

However, several factors make Stuart's brainchild particularly outstanding:

- Despite its name, MAF is not just about evangelism. MAF carries aid, medical, education, infrastructure and agricultural experts along with its missionary work of pastors, evangelists and bible translators, and it undertakes many emergency medevac flights. MAF's nickname 'The Good Samaritan's Donkey' captures its essential role in enabling so many kinds of good work of others to happen.
- MAF's aircraft (robust and simple) are always maintained & flown to highest aviation standards, and pilot training is highly professional, taking full account of the demanding terrain & conditions where they operate.
- MAF employs local people for support & maintenance whenever practicable.
- MAF never uses bribery or illicit payments – though sorely tempted in many regions. Consequently, they are trusted, and are sometimes the only aircraft allowed to operate in contested zones.
- MAF costs are fiercely controlled, and flights are charged on an accepted sliding scale based on ability to pay. Annual turnover of £13.7M (2018) for such extensive operations is a figure most airlines would envy.

Although Stuart is no longer out there conducting operations, it is his vision and his integrity that created the ethos and the professionalism that is MAF today, and it is his fundamental Christian values which guide it to remain the kind of organisation he founded. Stuart retired in 1987, but he continues as much as he is able to play an active role in the organisation. Stuart is President Emeritus of Mission Aviation Fellowship International, and whenever possible joins its trustee meetings.

Stuart King, an extraordinary and visionary man, who over 75 years has done so much to enable aviation bring help and relief to so many of the world's most disadvantaged people, is a worthy recipient of the Award of Honour for his outstanding and enduring contribution to aviation.

### **The John Landymore Trophy**

#### **ELTON HOVE**

Elton won the Donaldson PPL Scholarship and completed his training with the Yorkshire Aero Club.

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

As a result of his personal qualities and professional, competent approach to flying demonstrated during his training for a PPL, Elton Hove is awarded the John Landymore Trophy for 2019.

### **The Glover Trophy**

#### **LIEUTENANT MICHAEL PLANT RN**

Determined to get the most from his time on Air Course 701 (Merlin Commando Ab Initio CTT/CTR), Lt Plant tackled this most demanding phase of his flying training with total dedication and enthusiasm. He created a good first impression during ground school and subsequent examinations with an average score of 95%, demonstrating an excellent knowledge of aircraft systems and procedures. His nascent flying ability was evident from the outset and he consistently produced impressive results across all disciplines resulting in a High Average (72%) overall assessment in the air.

Always well prepared for sorties, he impressed every level of the Squadron with his ability to brief with confidence, regardless of how senior or large the audience. In addition, he regularly found the capacity and time to assist other course members with preparation and planning, passing on the knowledge he gained from previous sorties. His performance levels increased commensurate with the demands of the course. This culminated in his final handling test, which saw him directly support 3 Cdo Bde on a high-tempo tactical field exercise. He produced a polished display of captaincy and handling whilst leading a two-ship formation.

A very capable and confident young officer, he rose to the challenges set and flourished under the intensity and additional pressure of the field exercise. Awarded the 'Westland's Trophy' for 'best student' on 28 Course Wings parade, Plant's performance throughout the challenging training period was indicative of a very competent operator who possesses huge potential for the future.

Lieutenant Michael Plant is accordingly awarded the Glover Trophy.

### **The Award for Aviation Journalism**

#### **BENJAMIN DUNNELL**

Ben Dunnell is a highly experienced aviation writer, editor and airshow commentator, based in the UK. A graduate of the University of Sheffield and a former political researcher, Ben's deep-rooted interest in — and passion for — aircraft and aviation history has been lifelong.

Ben has been engaged professionally in aviation journalism for more than a decade. He is currently editor of the highly respected monthly aviation history and preservation title

'Aeroplane' Magazine and deputy editor of leading modern military journal 'Combat Aircraft Military'. Before that he was on the editorial team of *Aircraft Illustrated* and its successor *Classic Aircraft*. As a freelance writer he has written for Pilot, Flypast and others. Interviews and archival research are among Ben's specialities.

Well-known on the air display scene, Ben has in recent years commentated at many major events. He is the lead commentator for the Royal International Air Tattoo and the IWM Duxford airshows, the East Fortune Airshow and the Abingdon Air and Country Show. Further UK venues at which Ben has been on the microphone include the Biggin Hill Festival of Flight, RNAS Yeovilton, the Shuttleworth Collection at Old Warden, the Lincolnshire Aviation Heritage Centre at East Kirkby, RAF Waddington and the Bristol International Balloon Fiesta. He has provided English-language commentary at several overseas displays, in Germany — specifically the Tannkosh fly-in and airshow, at the time Europe's largest aviation event in terms of numbers of aircraft — and Norway, not least at two successive NATO Tiger Meet airshows.

With additional experience broadcasting live for Red Bull TV at the AirPower 16 show in Austria and BBC Radio on the Queen's Diamond Jubilee flypast over Windsor Castle, as a DVD voiceover artist and as a guest commentator for individual display items, Ben is one of the UK's leading aviation broadcasters. He is a member of the British Air Display Association and has spoken at both the BADA/Military Aviation Authority pre-season symposium and the European Airshow Council's annual convention. Ben speaks German and has a working knowledge of French and has both commentated and been interviewed live in German at aviation events.

One of Ben's particular interests is in working alongside airshow organisers and flying display directors to develop and co-ordinate themed displays and set-pieces with bespoke commentary. When appropriate, use is made of suitable music, archive recordings and 'big-screen' footage.

Ben Dunnell has done a huge amount, through both his writing and commentating activities, to promote all aspects of aviation and is a very worthy recipient of the Honourable Company of Air Pilots Award for Aviation Journalism.

### **The Sir Alan Cobham Memorial Award**

#### **RUTH CUNDY**

As all members of the Air Pilots Company will know, Ruth Cundy's name is almost synonymous with the 'Company office'. Ruth began as a secretarial assistant with the Company, or Guild as it was then, in 2001 and working closely with the Clerk during the past 18 years helped to transform a small, somewhat disjointed administrative system into an efficient, contemporary 'head office'.

She was an integral element of the team that makes the whole organisation tick and work as successfully as it does. Her detailed oversight of all aspects of the Company's work — and events in particular — has directly helped to create the reputation for efficiency that the Air Pilots Company, and particularly its main office, enjoys both externally and among its members. There is barely an aspect of the Company and its membership and administrative processes in which Ruth did not have a direct involvement.

But Ruth also became a friend to many members during her time in the Company and is well-known both within the UK and in the Regions. She developed an affection for the Company and its members way beyond its role as her former employer, and this has been reciprocated by the Company with her investiture earlier this year as a

Liveryman. However, she accomplished so much more which is deserving of further recognition, and for which she is a very deserving recipient of the Sir Alan Cobham Memorial Award.

### **The Grand Master's Medal**

#### **AARON PEARCE**

Mr Aaron Pearce was born in South Canterbury in February 1988. He took his first flying lesson in August 2011 at Southern Wings in Invercargill where he continued his training until he achieved his CPL and C-cat instructor rating. This training was all self-funded by his hard work in a number of positions outside of the aviation industry. He subsequently obtained employment at Gore Aero Club, Wakatipu Aero Club and then U-fly out of Wanaka.

In February 2016 Aaron then applied for and was selected to be the new CFI at South Canterbury aero club as a C-cat instructor and promptly prepared for and achieved B-cat privileges at first attempt very soon after arrival. At this time the club was in the doldrums with monthly flight hours below 45 and forecast as having to start selling aircraft within 6 months. The engine overhaul provision had been raided to pay running costs of the club. Aaron realised very quickly that the hours and functions needed to grow immediately to protect his employment and save the club.

Firstly, he gathered together a small team and reinstated the Young Eagles program limited to 10 participants. Under his management this soon became one of the leading Young Eagles programmes in the country. Flying New Zealand had to change its scholarship rules to enable more than one person to win a scholarship from a single club to accommodate the very high standard of the SCAC candidates. *(Flying NZ is the commercial name of the Royal New Zealand Aero Club Inc and operates under the constitution and rules of that society.)*

These Young Eagles are all in the process of working towards PPL, with one already achieving this goal. In both 2018 and 2019, four of the South Canterbury Young Eagles achieved a Flying NZ scholarship, out of the six on offer in each of those years.

He then set up the club Gateway program through schools, which now involves four of the local schools. As if this was not enough Aaron has also set up a 2-year aviation programme for international students with one of the High Schools. Now, at any one time, there are 5 students on that programme. The club has also just had a Part 135 re-entry with associated SMS. This involved a total rewrite of the manuals that Aaron undertook mostly in his own time with assistance of one retired club member.

Aaron has a passion for aerobatics but the club did not have an aerobatics capability. This became a challenge for him and he sought and found a suitable aircraft, had it inspected, and convinced club members to fund the purchase through an interest-free debenture.

Aaron has difficulty in saying no and strives to make a positive difference and so has become an active and valued member of the Flying NZ Instructors' Council. Still keen to help more he took on the role of Lakes Area representative for Flying NZ. Aaron is still the founding administrator of the Facebook KIWI PILOTS page that was his brainchild and currently has 5,183 members.

The President of Flying NZ states "I have flown multiple times with Aaron and have never left the aircraft without learning something, always in an inspiring manner. His skills and standards are at the highest level and his desire to impart knowledge is

endless". When Flying NZ altered the Part 149 certificate it holds to clarify and maintain training standards, Aaron was quick to obtain use of the certificate for the club and for his certification to be a microlight flight instructor. He is the first B-cat instructor to hold this privilege under this certificate.

Under Aaron's management the club has managed to re-establish the full engine overhaul provision and, for the first time in many years, is able to start setting long-term strategic goals backed by the financial ability to achieve them. The Club now employs additional instructors and has more aircraft. This year club pilots won several of the competitions at the recent Flying NZ National Championships, which is a testament to the standard, he trains to and insists upon. The Club President writes; "He is self-aware and knows when he is outside his area of knowledge. At that point he uses his network to generate strategies. This is the mark of a good leader and pleasing to see in someone of Aaron's age."

In the future Aaron's ambition is his A-cat instructors rating, and ultimately his GA Flight Examiner's rating. Aaron is one of the old-style instructor/managers who is committed to a career in GA and has the selfless dedication, engaging personality and high skill level to make the GA community a better and safer place to operate. It is essential for the GA industry to retain such motivated professionals.

In recognition of his many commendable achievements while less than 30 years of age, Aaron Pearce is deservedly awarded the Grand Master's Medal.

### **The Sir Barnes Wallis Medal**

#### **MAJOR THOMAS ASELTINE USAF**

Major Thomas Aseltine joined the United States Air Force in 2008, upon graduating from the United States Air Force Academy. In the past 11 years, he has dedicated himself to advancing United States Special Operations Command's manned tactical intelligence, surveillance, and reconnaissance platforms, accruing over 3,600 flight hours and 9 overseas deployments to Africa and Asia.

Major Aseltine's commitment to aviation started early when he graduated from T-38 pilot training with the Outstanding Leadership Award and top academic honours. Following U-28A training, he commenced operational flying with the 319th Special Operations Squadron at Hurlburt Field, Florida. Over the next 8 years, Major Aseltine would spend approximately 2,060 combat flight hours and 449 missions, providing direct support to allied special operations ground forces. One of his most notable missions occurred in Africa, where Major Aseltine and his crew were the only aircrew available to provide defensive overwatch for the evacuation of over 30 United States citizens from a large capital city during a Major coup, providing turn-by-turn directions and route reconnaissance to multiple convoys in an effort to avoid rioters and rogue military forces.

Major Aseltine and his crew safely escorted all remaining United States citizens to the international airport, where they subsequently were returned home without incident. Concurrent to his operational deployments, Major Aseltine was responsible for the training and development of over 400 United States Air Force pilots and combat systems operators. His efforts ensured those in Air Force Special Operations Command were armed with the most tactically relevant information while maintaining high proficiency command-wide.

However, Major Aseltine's biggest impact to Special Operations airpower has come through his devotion to experimental flight test. As a qualified Advanced Instrument

Instructor, Flight Examiner, and Command Chief Pilot, Major Aseltine currently leads a 50-person team of civilians and military members responsible for the development and sustainment of Special Operations aircraft worldwide. A calm and professional aviator, his more recent accomplishments include the first ever in-flight engine shutdown and restart of the single engine U-28A aircraft and take-off and landing envelope expansion testing on a variety of runway surfaces including mud, sand, and grass. Both of these efforts significantly increase this aircraft's ability to safely operate in austere locations worldwide and reduce aircrew risk in the process.

Major Aseltine and his team are also renowned for their ability to quickly turn ideas into reality. When United States Air Force aircrews reported Global Positioning System (GPS) interference while in combat, Major Aseltine and his team designed, tested, and fully integrated jam-resistant alternative methods of deriving precise location within 60 days of those initial aircrew reports. This solution was subsequently adopted by multiple United States Special Operations aircraft and has become the de facto standard for air combat operations in GPS-degraded environments.

Major Aseltine's commitment and passion to professional aviation as a leader and innovator, with the ability to produce workable solutions in short time-frames, is deserving of recognition as an innovative and exceptional contribution to aviation. He is accordingly awarded the Sir Barnes Wallis Medal.

### **The Grand Master's Australian Medal RAAF AIRCRAFT RESEARCH AND DEVELOPMENT UNIT**

The Royal Australian Air Force's Aircraft Research and Development Unit celebrated 75 years of continuous service on the 1st December 2018. Over these 75 years the Aircraft Research and Development Unit has pioneered flight test in the Australian Defence Force enabling aviation capability development for the Royal Australian Airforce and Australian Regular Army.

The Aircraft Research and Development Unit's origins stem from the World War II need for the Royal Australian Air Force to keep pace with local aircraft production and research and development, through establishment of an interface between developing industry and operational service. To meet this need, the Number 1 Aircraft Performance Unit (renamed to the Aircraft Research and Development Unit in 1948) was formed on the 1st December 1943 at Laverton, Victoria. The unit was charged to undertake 'type trials' of aircraft from local and overseas production; flight trials of aircraft modifications and ancillary equipment; the evolution of tactical methods of employing aircraft and equipment; full scale flight testing as an auxiliary to, or in conjunction with, laboratory research; and co-operation with government departments, manufacturers and scientific research institutions.

Some of the unit's early trials included performance testing of the Spitfire Mk VIII, Ventura take-off tests, Boomerang roll-rate testing, and installation of wing guns on the Wirraway. Additionally, testing was performed on captured Japanese 'Oscar' and 'Tony' fighter aircraft for performance characterization and counter-tactic development.

The end of World War II did not curtail Aircraft Research and Development Unit's role, instead, seeing it expand in scope - technically and geographically, In 1947, the Aircraft Research and Development Unit supported American cosmic ray research, assisted the Commonwealth Scientific and Industrial Research Organisation with rain-making trials and unmanned aerial vehicle development and in 1950 test flew the Pika, the first jet aircraft to be designed and built in Australia. The Pika was later developed into the

Jindivik, the Royal Australian Air Force and Royal Australian Navy's pilotless target drone, which operated successfully from 1952 to 1990.

In more recent times, the Aircraft Research and Development Unit has continued to be at the forefront of aviation development in the Royal Australian Air Force conducting complex weapon system trials such as the addition of the Joint Air-to-Surface Stand-off Missile (JASSM) onto the F/A-18A/B aircraft; leading coalition air-to-air refuelling clearances between the Airbus KC-30A and a diverse range of receiver aircraft, as well as facilitating operational evaluations of new tactics.

Across its history, the Aircraft Research and Development Unit has continued to play a vital role in developing Australian aviation, both in the Defence and civilian sectors. The unit has flown every in-service Royal Australian Air Force and almost all Australian Army aircraft types past and present, ranging from the Mustang and Meteor, to the P-8A, Poseidon and Army's Tiger, Armed Reconnaissance Helicopter. The Unit's dedicated team of Test Pilots, Flight Test Engineers, Flight Test Systems Specialists and Operational Evaluator Aircrew remain ready to plan, conduct and report on flight test, integrating the capabilities of the Royal Australian Airforce and providing subject matter expertise on everything from human factors to testing of tactical datalinks.

Today, as it has done over the past 75 years the Aircraft Research and Development Unit continues to fulfil its motto, to 'Prove to Accomplish' while evolving as part of the Royal Australian Air Force's Air Warfare Centre. Ensuring it plays its part in continuing the Royal Australian Air Force's transition to a 5th Generation Air Force under Plan Jericho. The Royal Australian Air Force's Aircraft Research and Development Unit is a worthy recipient of the Grand Master's Australian Medal.

### **The Australian Bi-Centennial Award NATHAN HIGGINS**

In September 1993 Nathan Higgins established Advanced Flight Theory, a Registered Training Organisation (RTO) and specialist aviation theory school, based at the Sunshine Coast Airport, Queensland. This organisation has grown and been successful over some 25 years.

During that time, Advanced Flight Theory has established a reputation for providing the highest quality, fully accredited Airline Transport Pilot Licence (ATPL) and non accredited Commercial Pilot Licence (CPL) theory courses and overseas licence conversions to aeroplane and helicopter pilots from all over Australia, the South Pacific region and around the world.

Rob Dicker, the Chairman of the Aviation Careers and Education Committee for the Australian Region of the Honourable Company of Air Pilots has stated that, from his own personal interactions with aspiring professional pilots through his role as Chairman and as a Qualified Flying Instructor, he can personally attest to this reputation. When considering the best course for achieving their ATPL subjects, students invariably mention Advanced Flight Theory. Indeed, Rob believes that the high regard in which Nathan Higgins and Advanced Flight Theory are held is a major reason for the success of the Honourable Company's scholarship program over the last few years.

Since establishing Advanced Flight Theory Nathan has been personally responsible for the tuition of more than 3000 students for their Airline Transport Pilot Licence subjects, most of whom have gone on to achieve their ATPL. At the same time, Advanced Flight Theory has achieved pass rates for their students that are the best in Australia and well above the National average. Nathan is also a Qantas approved ATPL theory provider.

Many of Nathan's students now sit in the cockpits of Australian and overseas airlines and one could speculate as to how these positions might have been filled without his teaching expertise.

The above facts demonstrate that Nathan Higgins and his company, Advanced Flight Theory, have achieved technical excellence in the delivery of their ATPL course as well as an outstanding individual contribution to Australian Aviation on Nathan's part. In addition, Nathan has donated an ATPL course each year since 2016 as part of the Australian Region's scholarship program that, at current rates, amounts to a total of just under \$20,000.

For his significant contribution to the technical excellence in the delivery of ATPL and CPL theory training and making an outstanding individual contribution to Australian Aviation, Nathan Higgins is awarded for the Australian Bi-Centennial Award.

### **The Captain John Ashton Memorial Award**

#### **CAPTAIN DAVID EVANS**

David's career choice was to become a professional pilot so he commenced flying training with the Darling Downs Aero Club gaining his commercial pilot licence in 1979. In 1980 he became a flying instructor at the RQAC and during his two-year stint there his standard as a flying instructor was noted as being of a high standard.

In 1982 David became an air ambulance pilot based in outback Australia where he gained valuable experience as a pilot flying life-saving flights often in very challenging circumstances. This experience, linked to his high-flying instructional record, added greatly to his understanding of flight standards and the maintenance thereof.

David was accepted as a pilot with Qantas in 1984. On completion of his initial training he was allocated as a second officer on the Boeing 747. He went on to become a first officer on the 747. In 1991 he transferred to the Boeing 767 becoming a captain on that type. 2000 saw him transfer to the Boeing 747 and in 2001 become a Check and Training Captain. In this role he carried out checking duties on crews with emphasis on flight standards and operating procedures. The role also included training of pilots to become captains.

In 2006 David was selected to become a Check and Training Captain for the introduction of the Airbus A380 aircraft. This process involved moving to the A330 aircraft to gain experience on Airbus aircraft. With the introduction of the A380 in 2008 he was appointed a Check and Training Captain.

David was conducting Check and Training Captain training on board Qantas Flight 32 when it suffered a catastrophic engine failure on departure from Singapore. He immediately discontinued the training and assisted with the safe return to Singapore. After a further nine years of checking and training he returned to line flying duties on the A380.

For his contribution to, and maintenance of high standards, David is awarded the Captain John Ashton Memorial award 2019.

### **The Jean Batten Memorial Award**

#### **GLYN POWELL and WARREN DENHOLM**

Through the efforts of Glyn Powell and Warren Denholm, owner and Managing Director of Avspecs Ltd, three magnificent de Havilland Mosquito fighter bombers have been

returned to flight. Each Mosquito rebuild took approximately 75,000-plus man hours with costs rumoured to be in excess of \$US10 million per aircraft.

All three Mosquitos were rebuilt at Avspecs' facilities at Ardmore Airport, Auckland, New Zealand, with the initial first flight of KA114 on 27 September 2012 and, most recently, the first flight of the third rebuilt Mosquito, PZ474, occurring in January 2019.

It is interesting to reflect that the first flight of KA114 in September 2012 meant it was only flying Mosquito from the 7800 built. It was also the first flight of a Mosquito since 1996. The most recent Mosquito rebuilt, PZ474, had particular relevance to New Zealand as it served with the Royal New Zealand Air Force post World War Two and after military service was briefly on the New Zealand civil aircraft register as ZK-BCV.

The Mosquito was one of the few World War Two aircraft to be constructed almost entirely from wood. This type of construction made it light in weight for its size, not dependent on strategic metals and with components able to be made in scattered locations by experienced cabinetmakers. The construction also made it both fast and versatile.

However, it also meant post World War Two that large sections of redundant airframes rotted away and it was a seemingly impossible task to rebuild such an aircraft. It took two intrepid Kiwis to breathe life back into this unique and historic type.

One needs to remember that rebuilding these aircraft takes an enormous amount of effort, not just in the physical rebuild but also in the sourcing of the original plans and the development of various tools and jigs. It was the tireless efforts of Glyn Powell in sourcing drawings, building jigs and finding discarded airframes that have allowed us to enjoy these machines once again.

The original idea came from Owen Fenner, who had worked on Auckland's Museum of Transport and Technology's Mosquito project, but it was Glyn Powell who started the process of rebuilding de Havilland Mosquitos to airworthy standards. He saw that these historic aircraft, being made from wood, were rotting away and would soon disappear. Glyn wanted these aircraft to be rebuilt to original specifications and quickly saw that New Zealand's boatbuilding craftsmen would be an ideal asset in the production of fuselage moulds and in the building of wing and tail units.

Warren Denholm of Avspecs heard of Glyn's work and passion for this aircraft type and teamed up with him to restore Mosquito KA114 for warbird collector Jerry Yagen and his Military Aviation Museum at Virginia Beach, USA.

This was not a simple task. Having spent many years making the moulds for the fuselage halves and gathering drawings and parts from all over the world, it took Glyn three years just to rebuild the wooden wings and fuselage structures for the first Mosquito. Warren and his team at Avspecs then took another five years to fit-out and complete the restoration – a very significant job. The Avspecs team had to fabricate or rebuild all major components of the aircraft, including the hydraulic and electrical systems, construct new cowlings, undercarriage system and a multitude of other parts.

For example, the radiators were created by a New Zealand company that had completed a number of P-40 Kittyhawk radiators. However, the Mosquito radiators were quite different and needed hundreds of hours of research before fabrication could even begin. It was not only building the various machines to help rebuild the aircraft but also through people like Matt Jackson and Simon Brown who helped track down parts like Mosquito cowls and spinners. It is interesting to note that that the cowlings for the most

recent project, PZ474, came from a hangar in which they were being used as decorations!

Naturally — and in true Kiwi and warbird aviation spirit — the lessons from the three Mosquito rebuilds are being shared with others around the world, including the Mosquito Pathfinder Trust in the United Kingdom which aims to rebuild to flying status its own example. Warren has also developed a team with special rebuilding skills to tackle these Mosquito rebuilds, skills that could have been lost. These young aircraft engineers will eventually become the next generation of Warbird rebuilders and help ensure these vital rebuilding skills will remain alive for generations to come.

Without the efforts and uncommon determination of Glyn Powell and Warren Denholm, this unique and historic aircraft type could not be seen in its natural habitat — the air. It has taken two dedicated enthusiasts with a dream of getting one of the most iconic British aircraft back in the air again to make this goal a reality. For this we should all be thankful.

For their outstanding contribution to New Zealand's international reputation for aviation restoration skills, the rebuilding of a pool of craftsmen so necessary for such formidable tasks, and their decades of focussed personal commitment and achievement, the New Zealand Region is proud to award Messrs Glyn Powell and Warren Denholm as joint recipients of the Jean Batten Memorial Trophy.

### **The Pike Trophy CAROL COOPER**

Carol Cooper has to date, dedicated 32 years to flight instruction, incredibly still operating from the same airfield she learnt to fly from all those years ago. Carol went on to become Chief Flying Instructor, Head of Training and joint owner at Andrewsfield. The enthusiasm and professionalism that she continues to display enhances the excellent reputation she has within the industry.

In 1980 after her very first flight, Carol single minded decided she had to find the money to learn to fly and in 1983 achieved her PPL. This led to her gaining her AFI rating in 1987, when she then started teaching full time at Andrewsfield, a job which 32 years later she still has.

Following her AFI Carol continued to add qualifications to her name, including multi instructing and instrument instructing. She has taught over 200 people to fly and since becoming a FIC instructor in 1997 over 250 pilots to be instructors.

Remaining at Andrewsfield Carol continued to achieve and set high standards as the CFI and Head of Training. In 2000 she became a Flying Instructor Examiner and went on to add CPL Examiner and FRTOL Examiner along with CAA Senior Examiner as EASA came along in 2012. Most recently she is also involved in providing Examiner Seminars for the CAA.

Carol has also been involved teaching and encouraging people with disabilities to fly. She taught the first person in the UK to gain a PPL with prosthetic arms, not only did he learn, but also bought an aircraft and flew his family in it. Another pilot had very little use of his lower legs, and after assessing his ability to fly, Carol subsequently taught him for his licence.

One of her ambitions is to continue to encourage woman to get involved with Aviation, by giving talks to local Women's Institutes, clubs etc. Using her enthusiasm to explain

how she has taught women to fly, and also taught and tested women for both commercial licences, and instructor ratings, and is still encouraging women into aviation by starting to teach her niece to fly.

Her excellent reputation has led to her teaching World Red Bull Air Race Champion Paul Bonham, and very recently Air Marshall Sean Reynolds CB, CBE, DFC for their instructor ratings.

Ignoring the opportunities to join the more financial rewarding airline route, she was clear from the very start where she wanted to be. Her love of teaching people to fly at all levels, and the path she has chosen, has led to a career that gives her huge job satisfaction. Last September, Carol passed the 25,000-hour mark, all in light aircraft, this should be recognised by the industry as an incredible achievement for someone still in their 50s

For her dedication to training and achievement of high standards Carol Cooper is accordingly awarded the Pike Trophy.

### **The Pike Trophy**

#### **DOROTHY SAUL-POOLEY**

Dorothy Saul-Pooley learnt to fly 30 years ago, whilst working in London as an Intellectual Property Lawyer. She gained her Multi Engine, IMC and night ratings in the following year, and then gave up law in 1991 to qualify as a commercial pilot and flying instructor. Her enthusiasm for instructing has been passed on to her many students, and she has always demonstrated her belief in the need for excellence, assisting her students to “achieve the best they possibly can.”

Over the past 27 years, Dorothy has flown more than 10,000 flying hours of which over 8,500 are instructional, on 120 types and variants of aircraft. After a few years working in aviation insurance law and accident investigation, Dorothy returned to full-time instructing, and in early 2000 qualified to teach instructors. Since then she has trained more than 300 people for the various ratings and certificates, including examiners and Flight Instructor Course instructors. Appointed as a senior examiner by the CAA, Dorothy has examined over 700 candidates.

In addition to her fixed wing qualifications, Dorothy is also a helicopter instructor having first learnt to fly helicopters in her late 40s. Dorothy set up her own niche dedicated flying instructor and examiner training school in 2005, gaining approval from the CAA to run instructor refresher seminars. She has achieved an enviable reputation for high standards, and most of her seminars are fully booked, often many weeks in advance.

Along the way, Dorothy has utilised her considerable linguistic skills and has been the author, editor and publisher of many well-known training publications, in particular the series now known as The Air Pilot Manuals, familiarly known to many as “the Trevor Thoms.” Her communication skills also led her to set up and run the Professional Flying Instructor Association, under which title she has organised more than 50 evening meetings to enhance and improve instructor skills. These provide mentoring and networking opportunities within the instructor population. They have been done completely voluntarily and are financially subsidised by Dorothy.

Dorothy was a very active member of the Education and Training Committee of the then Guild from 1998 until she completed her year as Master of the Honourable Company of Air Pilots in 2015. She undertook the roles of both Chairman and Vice Chairman as well as setting up and chairing the Instructor Sub-committee. Within that role, she also spearheaded the liaison with Central Flying School, which led to the continuing

cooperation to provide the biannual Senior Instructor Forum held at RAF Cranwell. During her time as a very active member of the Company, Dorothy has also been a scholarship selector, represented the Company on several external CAA committees, and acted as a mentor to many trainee pilots and instructors.

Dorothy has devoted the past 30 years to flying instruction, and with her desire for excellence has achieved a very high standard of training for which she is a deserving recipient of the Pike Trophy.

### **The Myles Bickerton Trophy**

#### **JEFFREY MILSOM**

In 2004 Jeff Milsom decided to form a 9 aircraft Tiger Moth formation team along the lines of the Diamond 9 which had stopped flying in 1998. Using a core of pilots from the Diamond 9 and training up some others, the Tiger Nine were ready for the display season of 2005 and have been performing at airshows large and small, mainly in the South of England ever since.

In order to achieve nine aeroplanes at any given show around a dozen aircraft and pilots are needed to cope with work and social commitments and also the temperamental nature of elderly aeroplanes. To join the team, flying ability is obviously paramount but combability with the group is also important and Jeff uses his energetic and professional approach coupled with great charm to achieve these requirements. Pre-season training is done at Jeff's base, a private field in Wiltshire and every practice and display is meticulously briefed before being walked through. Jeff's military training is very evident here.

The Shoreham accident resulted in a lot of new rules and restrictions. Jeff had by then earned a reputation as the leader of a very well-run team and was able to negotiate some alleviations to allow the team to fly a bit nearer the crowd so that the pilots were actually visible.

In 2018, to celebrate the centenary of the Royal Air Force, the committee at RAF Cosford asked if the team could fly and figure '100' at their June display. Jeff put in a great deal of work to find another six pilots and aeroplanes and get them trained up and qualified but eventually the idea was vetoed because it involved flying over the crowd at 1000 feet to provide the proper perspective.

However, because so much work had gone into the idea, it was decided to go ahead with the planned rehearsal at RAF Henlow which was a success. This attracted some interest from the display organisers at Duxford and they, along with Jeff, managed to persuade the CAA to allow the team to overfly the crowd, a permission that is not granted lightly. There were, of course, hurdles to clear, such as planning for an engine failure to any aircraft at any time so that the safety of the crowd was not jeopardised. Despite less than perfect weather, all went accordingly to plan and was very well received. For his outstanding flying achievement in General Aviation, Jeff Milsom is awarded the Myles Bickerton Trophy.

### **The Hanna Trophy**

#### **NIGEL LAMB**

Nigel Lamb was one of the most accomplished and respected pilots on the Red Bull Air Race circuit when he decided to hang up his flying boots after decades in the air display and competitive aerobatics scene. Renowned among racing fans for his bright yellow Breitling MXS aeroplane, he became Red Bull Air Race World Champion in 2014. Lamb

had previously made a name for himself winning an incredible eight consecutive UK Unlimited aerobatic championships. He had also firmly established himself as a talented warbird display pilot, flying with the Breitling Fighters as well as the Duxford-based Old Flying Machine Company, a company he first joined in 1993 and with which he travelled to air shows far and wide.

Following the death of Mark Hanna in 1999, Lamb managed the Breitling Fighters Team for legendary display pilot and Red Arrows founding member Ray Hanna. Among Lamb's favourite mounts was Hanna's famous MH434 Mk IX Supermarine Spitfire, which he displayed with typical aplomb, along with the OFMC's yellow-nosed North American Mustang 'Ferocious Frankie'.

Born in Rhodesia (now Zimbabwe) Nigel was inspired to take up flying by his father, who was a Royal Air Force fighter pilot in World War II. He first applied to join the Rhodesian Air Force aged just 11 and was finally accepted at 18. Lamb gained his wings in 1976 and went on to fly jets and helicopters. In 1980 he left the air force as an instructor and moved to England to join an aerobatics team, pestering Philip Meeson until he was finally given a job in the Marlborough team.

Lamb has been a display pilot for over three decades, racking up in excess of 1,770 displays in more than 30 countries. His flying skills have also featured in several major movie and commercial productions, such as "Dark Blue World", "Hart's War", and "Fly Boys". He also organised tours for the Breitling Jet Team through China, Japan, South East Asia, the Middle East and the Mediterranean.

For his more than 30 years of air display flying and dedication to the safe but exciting demonstration of warbirds, conducted at all times with professionalism, Nigel Lamb is awarded the Hanna Trophy, recognising his outstanding contribution to the art of display flying of historic, vintage or modern fighter aircraft.

### **The Eric 'Winkle' Brown Memorial Trophy TEST PILOTS – F35 INTEGRATED TEST FORCE**

The F-35 Integrated Test Force (ITF) is responsible for all the developmental testing (DT) of all models of the F-35 across all the partner nations. The four nominated test pilots (TP) were assigned to conduct the Queen Elizabeth Class (QEC) aircraft carrier First of Class Flight Trials (FoCFT) in autumn 2018. Part of this trial involved the comprehensive use of simulation in deriving the boundaries of the testing to be conducted.

Operating the latest 5th generation aircraft on the new Queen Elizabeth Class (QEC) aircraft carriers was one of the most complex and highest profile flight test programmes ever conducted by the ITF. To mitigate the risks a series of simulator events were conducted using the specially designed BAE Systems simulator at Warton. This simulator incorporated the flight control laws used on the F-35B, a high-fidelity model of HMS Queen Elizabeth and a computational fluid dynamic airflow model created by Liverpool University. The TP team then exercised the simulator to calculate the areas of least concern and the areas of most concern; to provide data to derive a comprehensive Test Execution Plan (TEP) to use during live trial flying. Although the ITF had previously conducted six ship trials (three F-35B and three F-35C) this was the first to make such extensive use of simulation as a planning and risk mitigation aide. It also allowed the TP to look at the UK unique Ski-Jump short take-off (Ski-STO) and the experimental Ship Rolling Vertical Landing (SRVL) technique, designed to allow greater bring-back capability for the jet in a controlled environment up to the maximum capabilities of the ship/jet combination. The extensive use of simulation for trial

preparation is a first for such ship integration trails and the data was used during the trail to match reality to expectation as the envelope was steadily expanded. This meant during the envelope expansion the ITF and the ship were able to achieve 100% of DT1 and DT2, and approximately 40% of DT3, during the DT1/DT2 period.

The FoCFT TPs were perfectly suited to the task and proved to be a talented and eclectic element to the overall test team. Throughout the period they were dedicated to efficiently providing as large a clearance envelope as possible. They regularly worked outside their normal routine to ensure success and their conduct was to the highest standard. The four TPs demonstrated excellent technical understanding, superior flying skills, ability to link simulation to reality and a diverse experience against which to base their analysis and recommendations. They are part of a very small group of people in the aviation industry who have demonstrably excelled in flight test disciplines and regularly exceed expectations. Without such a talented and cohesive group of TPs working on the Simulator mitigation, the success seen on the FoCFT may not have been realised.

During the live flying trial, the same team laid a solid foundation for the operating envelope for the F-35B on Queen Elizabeth Class aircraft carriers for the future. This in turn has allowed for the successful return of maritime fixed wing aviation to the UK MoD's operational capability. The Program Executive Officer for F-35, Vice Admiral Matt Winter USN, celebrated the trial as "Your [ITF] collective efforts have verified, confirmed and discovered F-35 and Queen Elizabeth Class performance boundaries and capabilities that will shape the warfighters' path for many decades to come."

The F-35 Integrated Test Force test pilots are accordingly collectively awarded the Eric 'Winkle' Brown Memorial Trophy.

### **The Johnston Memorial Trophy**

#### **TORNADO GR FORCE**

The Tornado GR Force (TGRF) formed the bedrock of the Royal Air Force's ground attack capability for over one-third of the Service's existence. Entering service in June 1982 to replace the Vulcan in the nuclear strike role, the TGRF contributed to NATO's deterrent posture with an all-weather day and night low-level capability that remained unrivalled throughout Tornado's 37-year service life.

The TGRF played a part in the effective grounding of the Iraqi Air Force during the opening nights of the 1991 Gulf War, helping to set the stage for the successful ground campaign which followed. Attacking heavily-defended airfields required immense courage and these dangerous missions led to six of the 60 deployed aircraft being lost in combat. The dignified conduct of captured aircrew and heightened public awareness of the risks being faced helped to elevate 'Team Tornado' to the iconic status which it enjoyed for the remainder of its service.

1991 heralded a 28-year run of deployed TGRF operations, unbroken but for three weeks. No-fly zone operations were mounted over Iraq until 2003 and the Force saw action over Kosovo in 1999. During the Iraq War of 2003 the TGRF was heavily engaged on defence suppression, reconnaissance and attack missions. Aircraft remained deployed to the Gulf until May 2009 to support ground forces during the counter-insurgency that followed. Although quiet operationally, this was a period of profound change for the Force. By June 2009's deployment to Afghanistan, improvements to weapons, sensors and training had transformed the TGRF into a capable close air support outfit which remained highly sought after by ground troops until combat operations ceased in 2014.

The Libya campaign of 2011 returned the TGRF to national prominence. With events moving swiftly, the Force showcased the responsiveness and flexibility of air power with a 3000-mile Storm Shadow mission from Marham to Libya and back. Once deployed to Italy, Tornado's highly effective laser-guided missiles rendered armoured vehicles ineffective, eliminating the regime's advantage over lightly-armed militias and helping to avert threatened atrocities. The TGRF remained at the forefront of British military operations in Libya until their successful conclusion.

With the emergence of Da'esh in 2014, the TGRF swiftly deployed to Cyprus and resumed operational sorties over Iraq. For a few weeks the Force was triple-tasked, also providing relief for the French Air Force's reconnaissance detachment in Chad. Once this and the Afghanistan commitment had finished, the TGRF reconfigured itself to sustain operations over Iraq and Syria until the aircraft's planned retirement. So pivotal was Tornado's contribution considered that the disbandment of a squadron was reversed, a decision vindicated by the TGRF's part in crucial battles for Fallujah, Mosul and Raqqa.

Twenty-eight years after the Gulf War, the TGRF's final homecoming and finale flypast tour saw an outpouring of affection for an icon of the Royal Air Force. Characterised by excellence, commitment, dependability and understated professionalism throughout almost four decades of outstanding service to the United Kingdom, the TGRF is awarded the Johnston Memorial Trophy.

### **The Master's Commendation**

#### **FLIGHT LIEUTENANT CHRISTOPHER STRADLING RAF**

For over 31 years, Flight Lieutenant Stradling has served continually as a navigator on the Tornado Force amassing over 6000 flying hours, completing over 300 operational missions, 11 Tornado squadron tours and participating in nearly every Tornado campaign in its 28-consecutive year operational history since Operation GRANBY in 1990. As Tornado concludes its operational service, Stradling continues to serve as an exceptional aviator with the utmost enthusiasm and professionalism for operational flying, at the very forefront of the strike capability of the Royal Air Force.

Stradling commenced his Tornado conversion training at the Tri-National Tornado Training Establishment in September 1987, graduating in February 1988. His first posting was to Number 17(Fighter) Squadron at Royal Air Force Bruggen where he was certified Combat Ready in both the Attack and Nuclear Strike role; a responsibility that required the highest levels of diligence, professionalism and moral fortitude. Over the subsequent 30 years he has: amassed over 6000 Tornado flying hours; served consecutively on 10 further Tornado squadrons; completed over 300 operational Tornado missions on Operations GRANBY, SOUTHERN WATCH, RESINATE, TELIC, HERRICK and SHADER; diligently instructed and enthused countless Tornado pilots and navigators over two tours on the Tornado Conversion Unit; flown on over 25 international exercises; and conducted hundreds of flypasts, including the RAF100 celebrations. He will end his Tornado flying career with the highest number of flying hours anyone has ever achieved in the Royal Air Force Tornado Force, exceeding his nearest peer by over 600 hours. He also remains dedicated to the operational output of the Force, volunteering throughout 2018/19 to deploy more than any other aircrew in support of Operation SHADER. Stradling entirely deserves the assessment of ability as 'Exceptional', recorded in his flying logbook, and is an impeccable example of professionalism; he rightfully commands the unconditional respect of everyone on the Tornado Force.

Throughout his exceptional career, Stradling has repeatedly volunteered for additional duties demonstrating selfless dedication. In 2000, he volunteered to undertake the position of navigator in the Tornado Display Team, giving up his weekends to showcase the aircraft at events across Europe; in 2012 he repeated this duty as part of the Tornado Role Demonstration Team.

Throughout his entire flying career, Stradling has remained as enthusiastic about operating Tornado as he did in September 1987. His 31 years of unbroken service to the Tornado Force is evidence of an outstanding flying career and unrivalled operational record. As his ongoing operational service proves, he always places the Service before himself and has remained at the forefront of the strike capability of the Royal Air Force for over three decades. Whether conducting operations himself or guiding hundreds of students through the Tornado conversion course, whilst instilling in them his exceptional standards, the capability of the entire Tornado Force has been significantly enhanced by his efforts. Forced to leave the Tornado only because the aircraft will be withdrawn from service, his dedication and professionalism is unquestionable. As such, Flt Lt Christopher Stradling is an extremely worthy recipient of the Master's Commendation.

### **The Brackley Memorial Trophy BRITISH AIRWAYS CONCORDE FLEET**

British Airways Concorde scheduled supersonic Flight Operations began on 21<sup>st</sup> January 1976 and lasted until October 24<sup>th</sup>, 2003. In that time the airline operated just under 50,000 supersonic flights and carried over two and a half million passengers. This was an extraordinary achievement by Flight and Cabin Crew, British Airways Concorde Engineering and BA Marketing and Sales staff. It was a product of continuing dedication and teamwork between these groups throughout the aircraft's airline career. The Concorde fleet also worked closely with the British Aircraft Corporation and with the Bristol aero engine division of Rolls Royce both of whom made an integral contribution by closely monitoring the operation of the aircraft and by providing solutions to any technical problems as they arose. This cooperation was so close that in 1984 British Airways bought the Concorde support business from the manufacturers!

The record of the aircraft throughout its airline history was one of consistent operational excellence delivered across periods of extreme economic uncertainty which also encompassed the enormous challenge of the return to service program.

Scheduled flights included operations to New York, Washington DC, Barbados, Bahrain and Singapore with numerous charters and Round the World Flights. Regular 'Round the Bay' operations were a feature of the British Airways Concorde Fleet, enabling many more to experience flight at twice the speed of sound and at altitudes of sixty thousand feet on a return flight from and to London's Heathrow Airport.

In the Fiftieth Anniversary Year of Concorde's First Flight it is I believe right to mark the enduring commitment of The British Airways Concorde Fleet who made this possible. Routine civilian flight operations at Mach Two were a hitherto unheard-of concept and the prior sole preserve of military aviators operating fighter aircraft.

Course length and the achievement and subsequent maintenance of the necessary operational standard were significant challenges of themselves before adding to that the many further demands faced by training and management pilots and flight engineers. Engineers were working with added systems that had few if any parallels in subsonic aircraft and which required unfailing reliability. Cabin Staff were dealing with some of the world's most demanding and driven customers. Everyone who came to the

Concorde operation had a passionate desire to be there and to deliver the routine excellence that was the hallmark of the Concorde Fleet.

For the extraordinary achievement of operating the world's only supersonic airliner with safety and precision for over two and half decades of airline service, an outstanding contribution to air transport, the British Airways Concorde Fleet is awarded the Brackley Memorial Trophy.

### **The Central Flying School Trophy 673 SQUADRON ARMY AIR CORPS**

673 Squadron Army Air Corps has been the Apache AH1 Conversion to Type (CTT) training squadron for the British Army since 2003. The Squadron has trained every single UK Apache pilot since the Army brought the helicopter into service; keeping pace with the Front Line demands throughout. In parallel, the Squadron has re-trained all pilots returning to the cockpit from other duties and taught all Qualified Helicopter Instructors (QHI) for their Competence to Instruct and category upgrades. The Army Air Corps is now poised to replace the Apache AH1 from 2020, and so 673 Squadron's job will be complete. In the Squadron's 16-year history it has established a quite remarkable legacy of instructional excellence and institutional transformation.

The introduction of the Apache WAH 64-D to the British Army led to a step change in capability which needed to be matched by a step change in instruction. The initial QHIs were selected from a pool of high quality, very experienced aviators, ready to meet the challenge of the British Army's first truly complex aircraft and the only tandem rotary-wing cockpit in the MOD's inventory. The tandem cockpit alone presented many CRM challenges in the early days, but as the training experience grew, the ability to overcome these issues and provide the highest level of output was achieved. Those first instructors set the ethos for the Squadron; they professionalised the approach to training delivery and introduced new concepts (such as electronic mission planning and weapons delivery) at a very early stage in a pilot's career. Their ethos of professionalism and dedication endures and can be found in all QHIs who have been trained by and taught on 673 Squadron. This is reflected in the quality and dedication of the pilots trained by those instructors, some of whom have been with the Squadron since the beginning and are still providing instructional excellence as civilians, having retired from the military.

Underpinning this success is the dedication from the support staff and companies that have enabled 673 Squadron to achieve the relentless pace of course delivery. Army Air Corps signallers have provided Ops and flight planning support, including management of the electronic Mission Planning System to the Squadron at home base and deployed at all times of day and night. Apache Contract Maintenance have consistently delivered the contracted aircraft availability, even maintaining output as the fleet size has diminished over the years and Aviation Training International Limited (now BD UK) have provided exceptional technical ground-school training and synthetic training support through the Full Motion Simulators and part task training equipment they provide.

The Squadron has ensured the Attack Helicopter Force have received a constant stream of high-quality Apache pilots throughout their tenure; adjusting output to meet the demands placed on them by Op HERRICK, Op ENTIRETY and a return to Contingency Operations. Over 16 years the Squadron has delivered 24 CTTs; training over 390 Apache AH1 pilots, and over 160 returning pilots and instructors. The Squadron has flown more than 40,000 instructional hours; flying more than 3000 hours a year, at a rate of up to 19 sorties a day. Each CTT has required constant and

relentless focus and commitment from the Squadron's QHIs. Each CTT course has taken over nine months to deliver; five of which are required to be flown at night on unforgiving reverse-cycle at significant impact to domestic normality.

673 Squadron has been outstanding. From its inception it developed new and novel instructional techniques to ensure the successful exploitation of new and exciting capabilities and technologies. It has had a lasting effect on the Army Air Corps and has established a long record of instructional excellence, uncompromising standards and unparalleled output. Furthermore, 673 Sqn has set the benchmark of excellence as the AAC transitions to the AH-64 E model and has built a platform upon which continued success is inevitable. It is accordingly awarded the Central Flying School Trophy.

### **The Cumberbatch Trophy**

#### **WARRANT OFFICER 1 PETER BALCOMB**

WO1 Peter Balcomb is currently employed in the Army Air Corps' Attack Helicopter Force (AHF) and has been exceptional as the Air Safety Manager since March 2012. Far beyond the supporting role he should have assumed on a Full-Time Reserve Service (FTRS) engagement, he has stepped up to lead the AHF Air Safety Team (AST) over a frenetic period, and take full responsibility for Apache Air Safety policy, objectives, risk management and assurance on behalf of the Delivery Duty Holder (DDH). His role is currently being enriched to the rank of Major and it will take a talented individual to match WO1 Balcomb's superb performance in this role.

WO1 Balcomb navigated the AHF through the early years of the Military Aviation Authority; embracing change he was outstanding at turning complex regulation into practical and sustainable processes, which he captured in the AHF Air Safety Management Plan (ASMP). The AHF ASMP has been commended in MAA and 2\* assurance inspections and continues to exemplify both pragmatism and compliance. The improvements he directed in safety assurance were singled out for praise in external audits. He has also been quick to exploit the benefits of 'Bowtie' risk assessment methods and has capitalised on this investment by driving the 'Bowtie' review into the unit commanders' dynamic risk assessments, required for aviation Collective Training. WO1 Balcomb has designed and delivered the AHF Error Management System (EMS). He drove Baines-Simmons Human Factor and Error Management training deep into the Force and ensured that investigators and coordinators were trained from across the aviation community – he has an eye for engagement and resilience. WO1 Balcomb has recently unlocked the Apache Air System Safety Case challenge for the DDH. Having digested highly-detailed regulation, he identified a deliverable DDH strategy which centres on the safety argument approach and incorporates a safety assessment of the Defence Lines of Development. His approach to the Safety Case has already caught the eye of the MAA as another example of best practice. In addition to Air Safety management, WO1 Balcomb has also led on the AHF's Regional Post Crash Management responsibilities, and has generated, planned and delivered several major response exercises involving external agencies and specialist support (e.g. simulated nuclear incident). He, and the team, received strong praise and commendations from the regional RAFLO and other players.

Whilst the AHF AST is small in comparison to other JHC Forces, under his leadership, the team has produced a commendable output. As a result, the AHF AST has not only endured, it continues to advance and push improvements across the Force. He has guided and mentored the unit Air Safety Officers to become key members of the unit level planning teams. His experience and credibility are recognised and trusted in HQ JHC, often briefing Commander JHC in support of Commander AHF. He is not aircrew but a ground subject matter expert; as an ex AAC Master Ground Crewman in Army

Aviation Standards, he has had no problem communicating brilliantly across the 4-worlds of aviation, and this is perhaps his stand-out attribute. He has shouldered the burden of being at the heart of risk management and carried personal responsibility, protecting many lives by consistently stepping into the fight. He has remained positive, good-humoured and inspirational throughout.

The culmination of his tireless and highly effective Air Safety leadership has been very positive feedback following the recent MAA audit inspection, which singled out the way AHF had developed pragmatic and locally tuned processes to deliver safety performance and assurance. He has punched well beyond his rank and his terms of service and has made an exceptional contribution to Attack Helicopter capability through safety. He is very deserving of recognition and is accordingly awarded the Cumberbatch Trophy for an outstanding contribution to aviation safety.

### **The Sir James Martin Award**

#### **LIEUTENANT JONATHAN MOORE RN**

A Qualified Helicopter Instructor (QHI) in the Royal Navy, whose main duties are both time consuming and highly demanding, Lieutenant Jonathan Moore has been exceptional in his secondary role as the Commando Merlin Force Survival Officer over a six-year period and has unilaterally contributed to the safer operation of aircraft and aircrew survival.

Preparing Commando Helicopter Force for the transition of Merlin Mk3 from the Royal Air Force, he ensured the seamless transfer of vital survival equipment and operating procedures, maintaining operational effectiveness between Services. As 846 Naval Air Squadron (NAS) relocated from Royal Air Force (RAF) Benson to Royal Navy Air Station (RNAS) Yeovilton, Moore was key to establishing the Survival Equipment area of the new Squadron building, ensuring all aircrew had access to all the required Survival Equipment. The new site functioned flawlessly with new Survival Equipment stowage and Survival Equipment procedures being implemented, these high standards were noted as 'exceptional' by two formal Naval Flying Standards Flight (NFSF) visits to the Squadron with Moore being named as an 'exceptional performer' by the NFSF team.

With a new requirement to field Chemical, Biological, Radiological and Nuclear (CBRN) equipment, Moore was instrumental in the integration of the Aircrew Protection Equipment and Detection system into the Merlin Mk3. An essential capability for high priority UK tasks, and a growing capability for contingent operations, Lieutenant Moore took ownership from its inception. From creating the Statement of User Requirement (SUR) to the facilitation of the delivery of stowages, he maintained ownership throughout, engaging with Project Teams and international companies to enhance the capability, performing significantly beyond his terms of reference. Designing the training documentation and evolving the practical training unilaterally, he became the subject matter expert for RNAS Yeovilton and supported other platform types as they have introduced their equipment.

Acquiring and issuing personal helmets with improved lighting for Line Personnel, he significantly enhanced the conspicuity and therefore safety of individuals marshalling aircraft at night on dispersal. Seeking funding and liaising with commercial companies as well as the Fleet Innovation Team, he ran his own set of trials in different locations, including on board Royal Fleet Auxiliary (RFA) Argus. His research and innovation resulted in a practical and cost-efficient solution which was delivered across Commando Helicopter Force and subsequently put forward for use in the Queen Elizabeth Class (QEC) aircraft carriers.

Lieutenant Moore has achieved all this activity whilst conducting his main flying duties to a very high standard. Acting as the aircraft commander during a sortie to transfer a young girl who was suffering from appendicitis, he airlifted her from Dartmoor to hospital and resultantly helped save her life. A true professional in the air yet dedicated on the ground to improving the safe operation of aircraft and the survival of aircrew, he is a thoroughly deserving recipient of the Sir James Martin Award.

### **The Master's Medal**

#### **JAMES KETCHALL**

James Ketchall, 37, is an adventurer and UK Scouting Ambassador. One of his principal ambitions is to inspire the youth of the world to look up from their phones and seek adventure. He supports several youth-oriented charities. In the past he has rowed the Atlantic Ocean solo (2010), summited Everest (2011) and cycled around the world unsupported (2013).

His latest exploit, to circumnavigate the world in a Magni M16 Gyrocopter, unsupported, commenced on 31 March and concluded on 22 September. One of the aims of his trip was to visit a school in every country he landed in and to visit each contiguous state of the USA –which he achieved.

Departure and arrival was at Popham airfield, his local club. Whilst the aircraft had two seats the rear seat was occupied by luggage, fuel and spare parts. He had no support crew save those back at base in UK, using local agencies for assistance. Having covered 37,000km and with no breaks apart from those forced by weather and rest, he is challenging for the world record for his attempt.

James' first experience of aviation was when he flew an autogyro in November 2016 as an experience flight at Popham. With the round the world flight in his mind as the motivator to learn to fly, he commenced his flight training with Gyrocopter Experience and instructor Steve Boxall in July 2017, doing most of his training at Popham with some at Chilton Park when his instructor was not available. He gained his first flying licence of any sort in October 2017.

His Magni M16, with which he was going to undertake the flight, arrived in August 2018 to allow him to build further experience for the expedition. The original planned start date was October 2018, but various factors postponed this to March 2019. Although he also trained on fixed wing at Wellesborne in 2018 to get his NPPL, James only had 215 hours in total when he set out on the round the world flight.

For his epic solo achievement, and inspirational promotion of aviation to young individuals around the world, James Ketchall is a deserving recipient of the Master's Medal.

### **The Master's Medal**

#### **WING COMMANDER ROBERT CAINE RAF**

No IV AC (Reserve) Squadron is based at RAF Valley and equipped with the BAe Hawk T2. The squadron's role is to complete the training of fast jet RAF, RN and overseas students and prepare them for further training as single seat fighter pilots on operational fighters. For RAF and RN students these will mainly be the Typhoon and to a lesser degree the F35B Lightning. The squadron is commanded by Wing Commander Rob Caine, a Qualified Weapons Instructor with a background in the Tornado force. On taking over the squadron Wg Cdr Caine identified a significant training capability gap

between the output standard from Valley and the requirements of the Operational Conversion Units (OCU). The older style of fast jet flying training, using the analogue Tucano and Hawk T1, had resulted in students struggling at the Typhoon OCU. It was taking some 12 to 16 months to bring students up to graduation standard. Additionally, due to contractual difficulties, aircraft availability at Valley was poor which resulted in a much slower throughput than that needed to support the OCUs.

Wg Cdr Caine's aim was to deliver world leading fighter pilots when the front line wanted and needed them and to make 4 FTS the 'Oxford or Cambridge of fighter pilot training.' Wg Cdr Caine soon realised that producing pilots fit for fifth generation fighters required a much more cerebral approach to instructing compared to the past. He introduced increased use of psychometric exercises and the psychology of learning and established contact with the Elite Performance School at nearby Bangor University, whose recent clients included the English Cricket team, the British Lions and Team Sky. The Hawk T2's cockpit replicates that of the Typhoon's, allowing the student to become immersed in a simulated war scenario in the cockpit, whether in a part task trainer, the simulator or when actually airborne. As a consequence of Wg Cdr Caine's enthusiastic application of the new technology offered by the Hawk T2's cockpit and embedded software, by the end of the IV Squadron element of the course students are now capable of detecting and engaging modern sophisticated airborne threats, and carrying out Close Air Support and Air Interdiction missions using a range of modern weapons and systems in virtual reality equivalent to those used in real life by Typhoon and F35 Lightning, a capability never capable of being achieved on the legacy training syllabus. As a consequence of the student's now total familiarity with the procedures and actions required using a modern fighter's systems in air combat, this phase on the Typhoon OCU has been reduced to a single sortie, thereby generating considerable savings in cost, time and effort. Great emphasis has also been placed on the use of new technology to enhance sortie debriefing and recording; Wg Cdr Caine co-authored the debriefing software of the system that displays the flight activity in a variety of impressive visual formats. Everything that happened is now capable of being reproduced in a myriad of views with total accuracy on the ground after flight, with no need to attempt to recall a pilot's sometime hazy recollection of what he thought had happened in the high workload environment of air combat. Students are able to replay what happened in the air as many times as they wish, thereby drawing valuable lessons from every sortie flown. The course failure rate has also dropped to around 10% from a previously much higher figure.

Despite facing considerable challenges, both in terms of aircraft availability, increasing student numbers and the introduction of new untried aircraft systems, Wg Cdr Caine has devised and implemented a world leading, pioneering training system that makes full use of new techniques and technologies. This has enabled a much easier transition to the much more costly OCUs and has attracted attention from many overseas air forces. Wg Cdr Caine, leading IV AC (Reserve) Squadron with enthusiasm, is a thoroughly deserving recipient of the Master's Medal for his outstanding work in the development of advanced fast jet flying training.

### **The Master's Medal**

#### **CARLTON REAL – NEWQUAY RESCUE 924**

At 0318 Rescue 924 was tasked, at the request of Falmouth Coastguard, to evacuate the crew of 'FV La Fanette' which was now 7 nm west of Sennen. The vessel was drifting having lost power and was estimated to be on the rocks within 3 hours. Rescue 924 launched at 0335 and routed direct to the scene, arriving 22 minutes later. Gale Gareth was transiting the South West meaning that Rescue 924 was encountering gale

force 9 winds of 41-47 knots with gusts up to 60 knots. A sea state 8 with 7 metres high waves was lashing the coastline off Lands' End.

As the aircraft approached the stricken trawler in the dark the picture through the FLIR camera showed the vessel intermittently disappearing in the huge swell with just the top of the main mast visible as it dipped into the 20-foot waves. The fishing boat had dropped its trawling gear to slow the drift, however it was pitching and rolling unpredictably and laying beam on to the wind. As the trawler was unable to manoeuvre to provide an ideal wind for winching the crew of Rescue 924 had to work with what was presented to them. The vessel was approximately 25m in length, and the stern was unsuitable for any winch transfer as it was cluttered with nets and trawling gear. The crew tried various positions around the deck for 30 to 40 minutes in order to ascertain the available options for conducting a transfer and to work out the optimum orientation to carry out a winch.

It quickly became evident that the only feasible winching location was the bow but even this was partially compromised by a crane on the starboard side. Most of the flying had to be conducted manually as the automatics constantly dropped out due to the strength of the wind and turbulence. Having explored a number of orientations, the very tip of the bow was selected, which provided the pilot with the best visual references and a safe approach angle. This required the aircraft to be hovered 90 degrees out of wind, effectively flying sideways to maintain formation with the bow/transfer area. In this position, the aircraft sat at approximately 15 degrees right wing low with the cyclic at nearly full right displacement in order to maintain a stable hover. With limited cyclic control available, several dummy approaches were conducted and after a dynamic risk assessment, the whole crew were satisfied that it was safe to go live.

The six crew members of the 'FV La Fanette' were grouped near the bow ready for evacuation, dressed in immersion suits and wearing life jackets, each carrying a bag of personal affects. The aircraft was manoeuvred over the vessel to deploy a hi-line and then the winchman, Carlton Real, to the deck to supervise the winching. The winchman informed the crew that due to the extreme conditions no bags would be taken into the aircraft. He explained that to expedite the evolution, two crewmembers would be winched together requiring only three lifts. He elected to remain on deck until all six crew had been rescued. With the vessel pitching and rolling violently the winchman calmly briefed the crew on the requirements of tending the hi-line and readied them for winching. Throughout, the aircraft remained in a low hover just off the bow with a hi-line attached and was manoeuvred a total of seven times in this configuration with a calm reassuring con from the Winch Operator. On the last lift, the hi-line parted due to the conditions and a second hi-line was utilised to recover the winchman. With all crew on board, Rescue 924 returned to Newquay to be met by Newquay CRT.

This rescue was conducted at night, in atrocious weather and sea conditions off Lands' End with the added pressure that the vessel was slowly drifting towards rocks where it would have been wrecked in a few hours. Although the crew of the 'FV La Fanette' were wearing immersion suits and life jackets, if they had entered the water, their chances of survival in the raging sea would have been very slim. The rescue was dynamic, in appalling conditions but from commencement of the winching it took less than 20 minutes to recover all six crew and winchman to the aircraft. This rescue stretched the capabilities of the crew and the aircraft; however, the winchman voluntarily put himself in danger by remaining onboard the vessel throughout the winching operation. It is this exceptional devotion to duty and disregard for personal safety for which Winchman/Paramedic Carlton Real is awarded the Master's Medal.

## **The Prince Philip Helicopter Rescue Award CAERNARFON RESCUE 936**

On 22 August 2018 at 1422 (all times local), the Caernarfon SAR helicopter, Rescue 936, was tasked by the UK ARCC to assist in the rescue of an unconscious female walker near the summit of Cadair Idris in southern Snowdonia. A party of 12 students on a Duke of Edinburgh's Award expedition had been caught out by the poor weather, with one member of the party unconscious, another displaying signs of hypothermia and several others thought to be deteriorating.

The primary casualty had initially been badly shaken having fallen on the loose, steep ground and her condition had worsened with the weather, forcing the party to abandon the ascent. The subsequent lack of progress and exposure to unseasonably poor weather had started to affect other members of the party, with every likelihood of the situation developing into a major incident should assistance not reach the group soon.

In view of the serious nature of the casualty's condition a 'full team callout' was initiated by Aberdyfi Search and Rescue Team (SRT) but would take some time to reach the estimated position given its elevation and the appalling weather on scene. Rescue 936 was tasked by UK Rescue in support, noting that the incident was some way above the reported cloud-base.

Weather conditions at Caernarfon Airport were poor, with overcast cloud at 200 feet, and limited visibility below. Launching at 1434, the crew were unable to clear the high ground and powerlines south of the airfield, forcing them to climb and use the onboard radar to let-down in the relative safety of Cardigan Bay. Radar was then used to close with the coastline, eventually making contact at the mouth of the Mawddach estuary, a valley feature leading inland towards the northern edge of the Cadair Idris massif. Still in conditions of reduced visibility, the crew persevered with a hover-taxi along the estuary using radar and the aircraft ground proximity warning system to assist. The chance of effecting a rescue at this stage thought by the crew to be reliant on the chance of a possible break in the weather at the incident site due to potential shielding from the westerly wind.

After several aborted attempts, the crew eventually found a low-level route and displayed exemplary airmanship in safely navigating the aircraft around a smaller range of hills towards the lower slopes of Cadair Idris. Communications at this low altitude were problematic with many broken radio calls, changing grid references and a second 'job' also starting to develop on the mountain. The gist of the radio messages soon became clear: MRT still hadn't reached the site but were in receipt of increasingly desperate requests for help from the casualties. Given the seriousness of the casualties' predicament, and reports that MRT were also struggling in the increasingly heavy driving rain, the crew took the decision to try and close with the reported site by hover-taxying up the mountain in cloud. A moment was taken to prepare the likely medical and winching equipment before Rescue 936 embarked a lengthy and demanding 'up, left, and back' taxi, using all members of the crew to ensure clearances with the rockface.

Liaising with MRT making their way to the casualties from the opposite direction, line features were selected and used to move the aircraft towards the incident site at 2500 ft above sea level. Arriving on scene at the same time as the MRT, it became clear that 2 of the party needed immediate evacuation by air. The aircraft was positioned crosswind, still left side on, and both casualties quickly winched to the cabin. With strong turbulence, heavy rain, and the surrounding mountains precluding a climb-out on instruments Rescue 936 started to reverse the route down the mountain, still in thick cloud; another demanding and protracted manoeuvre requiring intense concentration

from the entire crew. Some measure of the degree of difficulty can be gleaned by the fact that, at times, the aircraft was barely out-pacing some of the unladen MRT also making their way down.

Conditions had worsened in the Mawddach estuary and, with rapidly diminishing fuel reserves, radar was once again required to safely navigate the aircraft to Aberystwyth followed by a low-level transit to Bronglais Hospital. After handing over the casualties Rescue 936 routed to Llanbedr Airfield, landing with 4 minutes' worth of fuel remaining above minima.

This rescue demanded the highest level of skill and teamwork from the crew. Mr Chris Dunne, Aberdyfi SRT leader, later thanked the crew and described the rescue as a "superb act of flying" and praised the "exceptional work" of the crew in "extremely challenging conditions."

The crew of Rescue 936: Captain Kate Simmonds, Co-Pilot Dave Kenyon, Winch Operator Rich Taylor and Winchman/Paramedic Alistair Drummond, are commended for their actions which resulted in the safe recovery of the walkers from Cadair Idris on the evening of 22 August 2018. Safely operating the aircraft to its limits at times, in the most appalling conditions, and in conjunction with Aberdyfi SRT, they demonstrated exemplary judgement, handling skills, and bravery. They are 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** – Captain Darryl Hill

**NEW ZEALAND REGION** – no 2019 award

**HONG KONG REGION** – Captain Ian Smith

**NORTH AMERICAN REGION** – Cougar Helicopters

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### **ACADEMIC BURSARIES (CITY UNIVERSITY)**

Awarded for MSc study at City University

**Air Transport Management**  
Stephen Smartt

**Air Safety Management**  
Ingrida Petniunaite

**Aircraft Maintenance Management**  
Ataque Shah

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# SCHOLARSHIP WINNERS

## FLYING INSTRUCTOR (RESTRICTED) - FI(R)

SWIRE	-	Liam Bennett
FOYLE	-	Roy Targonski
Norman Motley	-	Stu Lay

## PRIVATE PILOT LICENCE – PPL

AIR BP 'STERLING'	-	Kristoffer Ahlner
TAG FARNBOROUGH AIRPORT	-	Thomas Ferguson
GRAYBURN	-	David Bell
CADOGAN	-	John Haile
SIR SEFTON BRANCKER (APBF)	-	Freddie Bull
DONALDSON	-	Elton Hove
SQN LDR BRIAN LETCHFORD	-	Oliver Summerell
WIGLEY (BALPA BF)	-	Josh Reid
LANE-BURSLEM (BALPA BF)	-	Harvey Dunmore
SIGNATURE	-	Harry Thomas
SWIRE PPL	-	Nathan Lauer

## AIR PILOTS GLIDING SCHOLARSHIPS

VIRGIN ATLANTIC	-	Tahreem Sahare
VIRGIN ATLANTIC	-	Ronan Graven
AIR PILOTS FLYING CLUB	-	Aodan Chislett-Trim
AIR PILOTS FLYING CLUB	-	Rory Smith
AIR PILOTS FLYING CLUB	-	Henry Smith
AIR PILOTS TRUST	-	Mansoor Wamala
DIAMOND JUBILEE (AST)	-	Oliver Dales
DIAMOND JUBILEE (AST)	-	Priya Patel
DIAMOND JUBILEE (AST)	-	Rikcain Noel
DIAMOND JUBILEE (AST)	-	Douglas Lansley
DIAMOND JUBILEE (AST)	-	Benjamin Skudder
DIAMOND JUBILEE (AST)	-	Tomasz Malcolm
DIAMOND JUBILEE (AST)	-	James Halliwell
DIAMOND JUBILEE (AST)	-	Andrea Troso
DIAMOND JUBILEE (AST)	-	Camron Manrique
DIAMOND JUBILEE (AST)	-	Oliver Barnby



**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 2019:

**MASTER AIR PILOT**

Commander Stephen THOMAS	1199
Alasdair McDONALD	1244
Roger BAILEY	1246
Jane NASH	1247
Peter ADAMS	1248
Flight Lieutenant Andrew BAKER	1249
Squadron Leader Timothy CADMAN	1250
Lieutenant Commander Andrew KNIGHT	1251
Squadron Leader Nigel SCOPES	1254
Wing Commander Ronald BIDDELL	1256
Selwyn (Scully) LEVIN	1258
Edward FIELD	1259

**MASTER AIR NAVIGATOR**

Commander Jason PHILLIPS	1218
Flight Lieutenant Ian ABSON	1230
Lieutenant Commander Adrian McWILLIAMS	1252
Lieutenant Commander Stephen HAYTON	1253
Flight Lieutenant Steven SANSFORD	1257

**MASTER REARCREW**

Timothy SHOOTER	1241
John SPENCER	1245
Warrant Officer 1 Richard BYRNE	1256

