



THE HONOURABLE COMPANY OF  
**AIR PILOTS**

# **TROPHIES AND AWARDS 2025**

## **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.

2025 awarded to: **MAJOR TIMOTHY PEAKE CMG**

## 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.

2025 awarded to: **MAJOR BENJAMIN COFFEY II USAF**  
**CAPTAIN LACIE HESTER USAF**

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

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

2025 not awarded

### **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.

2025 awarded to: **FLIGHT 1312 RAF and 'RESCUE 1'**

### **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.

2025 awarded to: **AIRMAN FIRST CLASS MICHAEL MICCIO**

### **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.

2025 awarded to: **CREW OF 'RESCUE 936'**

**Captain David Kenyon**                      **Co-Pilot: Charlie Brown**  
**Winch Op: Mark Tomblin**              **Winch Paramedic: Neil Cooper**  
**Winch Op (under training): Geraint Morris**

### **The Barry Marsden Memorial Award**

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

2025 awarded to: **LIFEFLIGHT**

## FLIGHT OPERATIONS

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

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

2025 awarded to: **WARRANT OFFICER CLASS II MARC COOK**

**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.

2025 awarded to: **LANCE-BOMBARDIER PENNIE RUMSBY-FERRIS**

**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.

2025 awarded to: **CAPTAIN CHRISTIAN MAUDE USAF**

**The Johnston Memorial Trophy**

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

2025 awarded to: **CAPTAIN HYRONIMUS JANSEN RA**

**The Sword of Honour**

Awarded for an outstanding contribution to General Aviation.

2025 awarded to: **GEORGE BACON MBE**

**The Myles Bickerton Trophy**

Awarded for outstanding flying achievement in General Aviation.

2025 awarded to: **CAPTAIN NIGEL REID**

**The Hanna Trophy**

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

2025 awarded to: **JON GOWDY**

**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.

2025 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).

2025 awarded to: **744 NAVAL AIR SQUADRON  
ROTARY WING TEST & EVALUATION SQUADRON  
22 SQUADRON**

**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.

2025 awarded to: **RAF POSEIDEN SURVIVE, EVADE, RESIST, EXTRACT TEAM**

**The Cumberbatch Trophy**

Awarded for an outstanding contribution to aviation safety.

2025 awarded to: **MARK GREENFIELD FRAeS**

## 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.

2025 awarded to: **FLIGHT LIEUTENANT MATTHEW ROPER BEng(Hons) RAF**

### **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.

2025 awarded to: **LIEUTENANT COMMANDER PHILIP BARRON cfs\* RN**

### **The Pike Trophy**

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

2025 awarded to: **CAPTAIN ALAN WIGLEY JP**

### **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.

2025 awarded to: **BASEL HAMMOND**

## COMPANY ONLY

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

Awarded for meritorious service to the Company.

2025 awarded to: **CAPTAIN DAVID MAULEVERER OSTJ FRIN FRAeS**

## 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.

2025 awarded to: **JACKIE DUJMOVIC**

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

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

2025 awarded to: **MARJORIE DAVIS GILLESPIE OAM**

### **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.

2025 awarded to: **CAPTAIN NEALE LANGDON FRAeS**

**The Jim Cowan Memorial Award**

Awarded to honour a young pilot (with no specific age limit) who is an Australian citizen or permanent resident, holding a civil Pilot Licence or higher or a military pilot qualification, who is actively engaged in the profession as a pilot in Australia, or on temporary posting overseas, and has made an outstanding individual contribution to aviation, or whose achievements in aviation are truly noteworthy.

2025 awarded to: **LACHLAN HYDE**

**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.

2025 awarded to: **CAPTAIN ALLAN BOYCE**

**AVIATION MEDIA**

**The Hugh Field Memorial Award for Aviation Journalism**

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

2025 awarded to: **RAF MEDIA & COMMUNICATIONS 'TOP GUNS' TEAM**

## Citations are listed in the order of presentation

### CITATIONS

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

#### **MAJOR TIMOTHY PEAKE CMG**

Tim Peake is a British astronaut and military officer who in 2016, while on a mission to the International Space Station (ISS), became the first official British astronaut to walk in space.

Peake was reared in a rural village in West Sussex. His mother worked as a midwife, and his father, a journalist, sparked his son's interest in flying by taking him on outings to air shows. At the age of 13, Peake joined the army section of the Combined Cadet Force, but he was allowed to fly with the air force section on weekends. By the time he was 16, he had decided to become an army pilot.

Upon graduating (1992) from the Royal Military Academy Sandhurst, Peake became an officer in the British Army Air Corps. He was awarded his Army Flying Wings in 1994 and spent four years (1994–98) flying reconnaissance missions in Germany, Northern Ireland, Kenya, Canada, and the Balkans. He qualified as a helicopter flying instructor in 1998 and then served (1999–2002) as a platoon commander with the U.S. Army at Fort Hood, Texas, piloting Apache helicopters. After he returned home, Peake worked (2002–05) as an Apache helicopter instructor prior to his selection for test-pilot training. In 2005 he graduated from the Empire Test Pilots' School, Boscombe Down, earning the Westland Trophy for best rotary-wing pilot student. The following year he received a BSc in Flight Dynamics and Evaluation from the University of Portsmouth. From 2006 to 2009, when he retired from the British army as a major, he served with Rotary Wing Test Squadron, Boscombe Down. During 18 years of military service, he logged more than 3,000 hours of flying time in helicopters and fixed-wing aircraft.

Following his acceptance on May 18, 2009, into the European Space Agency (ESA) program, Peake moved to Cologne, Germany, to enter basic training at the European Astronaut Centre, where he learned Russian, survival skills, CPR, rescue-diver skills, and movement in zero gravity. He also underwent resilience training, spending a week underground in a cave and living for 12 days in 2012 deep underwater as an aquanaut for the Extreme Environment Mission Operations of the U.S. National Aeronautics and Space Administration (NASA), all in preparation for his mission to the ISS, which was announced in 2013.

On December 15, 2015, Peake became the first British ESA astronaut to travel in space when his mission was launched on SoyuzTMA-19M. He was accompanied by American astronaut Col. Tim Kopra and Russian cosmonaut Yury Malenchenko. Three days later they reached the ISS. On January 15, 2016, he and Kopra exited the hatch of the space station on an assignment to replace a failed voltage regulator for the station's solar panels. They worked in total darkness, while the panels were not generating power, to avoid the risk of electrocution. The pair also deployed cables for the future installation of an international docking adapter and completed other tasks during their 4 hours 45 minutes of extravehicular activity. With the undertaking, Peake became the first official British spacewalker; the British-born Michael Foale had walked in space in 1995 but as a NASA astronaut. Peake returned to Earth on June 18, 2016, shortly after becoming the first British subject to be honoured by the queen—as Companion of the Order of St. Michael and St. George—while in space.

When he was younger Peake was a Cub Scout and is now an ambassador for the Prince's Trust and the Scout Association in the UK, and for STEM Learning.

In recognition of his very significant achievements in aviation and astronautics, and his ongoing enthusiasm and encouragement to the youth in UK to pursue interests and careers in engineering, aviation and astronaut training, Tim Peake is awarded the Award of Honour.

### **The John Landymore Trophy**

#### **BASEL HAMMOND**

Basel Hammond won the Lane-Burslem BALPA BF PPL Scholarship and completed his training with Booker Aviation.

From the initial impression that he made upon the scholarship selection committee to the approach he adopted during his flying training, Basel 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. Basel'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, Basel Hammond is awarded the John Landymore Trophy for 2025.

### **The Glover Trophy**

#### **FLIGHT LIEUTENANT MATTHEW ROPER BEng(Hons) RAF**

Flight Lieutenant Matthew Roper has been the highest performing Hawk graduate on 11 Sqn Qatar Emiri Air Force (QEAF) and is ranked as number one of twenty-eight trainees to have graduated the Joint QEAF/UK training squadron since it was established in 2021. Yet it is his enthusiasm for all elements of flying and Squadron ethos that truly make Flt Lt Roper stand out from his peers. He immediately demonstrated his strong work ethic and preparation during ground school, finishing top of his course. However just as significantly, as a trainee on a strategically important multi-national training squadron, Flt Lt Roper was intrinsic to the cohesiveness of only the second ever joint RAF-QEAF course.

Displaying a level of cultural astuteness remarkable for his level of experience, Flt Lt Roper was the cornerstone of arranging social events that were inclusive to his Qatari course mates whilst simultaneously promoting the esprit de corps of a fast jet squadron. This successful integration continued throughout the course, culminating in Flt Lt Roper leading two Qatari trainees throughout a successful 100-mile John Egging Trust cycle-ride. This performance on the ground was only exceeded by Flt Lt Roper's performance in the air. His instructors noted early on his flair for aerobatics and the accuracy of his close-formation flying, continuously displaying an ability to perform at a level well in excess of the end of course standard. During a low-level land-away sortie to Yeovilton, Flt Lt Roper displayed a level of flexibility and decision making more akin to that of a seasoned operator. Despite challenging weather and limited fuel Flt Lt Roper was able to strike all his targets, and particularly impressing with his ability to replan accurately whilst flying at 250 feet and 420kts.

Throughout the most taxing element of the course, Tactics and Weapons, Flt Lt Roper continued to excel. His Air-to-Surface attacks were precise and effective, whilst his

understanding and application of Beyond-Visual-Range concepts were rapidly assimilated. In Within-Visual-Range tactics, whether 1v1 or 2v1, Flt Lt Roper's enthusiasm was infectious. Despite the demands of learning the most dynamic skillset of a fighter pilot, Flt Lt Roper continuously strove to increase his lethality by perfecting his handling and tactical execution.

Flt Lt Roper concluded his final-solo check on the Squadron by leading a 4-ship of aircraft into RAF Coningsby, a level of responsibility far beyond the scope of the course. For his performance throughout the course, combined with his outstanding attitude towards instruction, Flt Lt Roper was selected to be a crew member for the successful Hawk-Typhoon flypast for HM The King and Emir of Qatar at RMA Sandhurst in December 2024.

An outstanding talent with huge promise, Flt Lt Matthew Roper is thoroughly deserving of the award of the Glover Trophy.

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

#### **LANCE BOMBARDIER PENNIE RUMSBY-FERRIS**

Lance Bombardier (LBdr) Rumsby-Ferris is employed within 47 Regiment Royal Artillery, the Army's only Tactical UAS Regiment. Whilst only commencing pilot training in June 2024, she has already displayed an exceptionally high level of professional competence and leadership that belies both her age and rank.

During the Watchkeeper Pilot Course LBdr Rumsby-Ferris rapidly demonstrated her quick thinking, analytical skills, technical acumen and airmanship. She quickly moved from the theory to the practical phase and, without the use of the Full Mission Simulator (due to ongoing upgrades), completed the live flying component in the US, in four and a half months. She consistently demonstrated her considerable ability to retain and recall vast amounts of technical information on an aging and complicated system; whilst scoring well above the standard in all aspects of her training. LBdr Rumsby-Ferris consistently scored higher than her peers, and as a result, was top of her course.

Once qualified, she participated on Exercise ATHENA EAGLE at the Watchkeeper Flying School in Fort Bliss, Texas. During a routine currency sortie on the 25 February 25, when acting as the pilot, she responded to an emergency when the Air Vehicle suffered an engine malfunction whilst it was in a holding pattern as part of its normal departure profile. Whilst the aircraft followed its logic and landed at one of the Emergency Recovery Points (ERP) close to the airfield, her ability to remain calm under significant pressure whilst diagnosing a complex emergency, and executing the correct immediate actions was highlighted by the Aircraft Commander and subsequent investigation. Her prompt actions greatly minimised any 3<sup>rd</sup> party risks to life and led to a safe recovery of the aircraft at the ERP.

Due to her natural ability, LBdr Rumsby-Ferris was selected as one of two line pilots for the initial deployment on Exercise ATHENA SHIELD 25 in Estonia. Exercise ATHENA SHIELD 25 forms part of a series of strategically significant linked Army and wider Defence exercises to rehearse the Estonian National Defence plan. This was a demanding exercise, operating in unfamiliar airspace, marginal Baltic weather and under the constant threat of Russian GPS interference. LBdr Rumsby-Ferris excelled in this environment. She has continued to learn from more senior aircrew and continues to demonstrate her considerable flying skills and ability. Although junior in rank and relatively newly qualified, she exudes outstanding leadership qualities and has taken the lead when operating in some of the most challenging conditions seen during this deployment.

LBdr Rumsby-Ferris continues to far exceed what one would expect of a newly qualified line pilot and has approached her role with professionalism, dedication and humility. She has achieved a very significant amount in less than a year, and will no doubt quickly achieve her Aircraft Commander status; and in time will be part of the core team that will help to deliver a Watchkeeper replacement capability in 2026. For her outstanding ability for one so junior, she is awarded the prestigious Grand Master's Medal.

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

#### **CAPTAIN DAVID MAULEVERER OS<sup>t</sup>J FRIN FRA<sup>e</sup>S**

Past Master David Mauleverer joined the then Guild in 1971 and became a Liveryman in 1975. David's father had known Sir Alan Cobham who was a great inspiration to David in joining the Guild. David later got to know Sir Alan's son, Michael, and David was instrumental in persuading Michael to assist in the purchase of Cobham House in the '90s, which became the Guild's headquarters for the next 20 years.

Among other contributions, David served on the Company's (then Guild) Technical and Aviation Safety Committee and represented the Company at the CAA before joining the Court and eventually becoming Master in 1991. In that year, he succeeded in gaining permission for the Court to hold meetings in the Guildhall instead of the (then) offices on the Gray's Inn Road, and also managed to invite not one, but two Lord Mayors and two sets of Sheriffs to two functions during his year. As Master, he oversaw the organising of an airshow for the Company at North Weald; a huge event (albeit one that was marred by extremely bad weather). Both Concorde and a Vulcan overflow in formation, the only time that they flew together, and in spite of rain and low cloud on the day. David had also invited the Lord Mayor and Sheriffs and flew them in and out of the airfield by private jet. The Masters of many of the other livery companies and their wives/partners also attended the airshow and a sumptuous lunch. The weather threatened the finances of the airshow and David had had to take the risk of underwriting any loss personally but, somehow, managed to persuade people/companies to insure against a loss and avoided financial disaster.

In his Master's year, Mansion House was unavailable for the Trophies and Awards Banquet, so David booked Guildhall. However, the corporation would only allow the function to take place in the Old Library as livery companies were not entitled to use the Great Hall unless it was for charity or a very special occasion. So, when the Lord Mayor elect advised David that even he was unable to arrange for the use of the Great Hall, David went immediately to Guildhall and somehow managed to negotiate it himself. On that occasion, David invited HRH The Duke of Kent, who he had introduced to the Guild, and invested him in the Livery in the Crypts before dinner. A practice performed for new Liverymen every year since.

After retiring from British Airways, David stood for Sheriff of the City of London and became the first and only airline pilot to have been elected to that office. He was admitted as Sheriff in 2001, just after the awful incidents in New York on 11 September. He remains the only member of the Company to have stood as an Air Pilot and served as Sheriff. (Sir Peter Vanneck did so as a Gunmaker). During his year as Sheriff, David really put the Guild 'on the map' in the City; and the Company remains hugely respected to this day. In 2005, David won a very convincing majority in a very heavily contested election for Alderman for the Ward of Walbrook. Again, a first for an airline pilot and for someone in the name of the Air Pilots.

For over 50 years, David Mauleverer as promoted the Guild and Company, as a Liveryman, as Master, as Sheriff and as Alderman, in addition to promoting flying and

aviation more generally, and is a very deserving recipient of the Sir Alan Cobham Memorial Award for services to the Company.

### **The Grand Master's Australian Medal** **JACKIE DUJMOVIC**

When Jackie Dujmovic returned to Australia after spending her early career years working at sea in the international global maritime industry, she saw an opportunity to enter the emerging drone technology industry. She became a licensed drone pilot (RPL) and gained her commercial operator's certificate (ReOC), immersing herself in the industry with a strong desire to push the boundaries to realise the enormous potential she knew drones could offer.

She founded Hover UAV in 2015, using drones to deliver high-quality aerial imagery, research, video and data. Her early projects flying drones reflected her maritime experience and included shark surveillance trials and whale research. The latter used drones to identify whale DNA non-intrusively by collecting whale "snot" from whale blows. During this time, she drove the introduction of drones for shark mitigation for beach safety for the NSW Department of Primary Industry and Surf Life Saving and was responsible for inventing and commercialising life-saving procedures/devices using drones including specific emergency training for drones and a drone shark alarm.

Her drone flying also included running daily flight operations for companies such as Google, whose drone delivery arm, 'Wing', first trialled drone deliveries in the Australia's capital territory (ACT) and Queensland.

These experiences were the impetus for wanting to push the boundaries to permit drone operations beyond-visual-line-of-sight (BVLOS). As a commercial UAS pilot and accomplished chief remote pilot, her expertise lies in establishing robust communication and procedural frameworks with regulators across local, national, and international spheres. Her ultimate mission is the seamless integration of drone systems into everyday life, with a strong commitment to safety and compliance, while navigating intricate regulatory operational approvals.

As part of this work, Jackie and the Hover UAV team have developed a BVLOS Hub, which operators can access to learn about the required process to obtain BVLOS approvals. Such approvals are a critical part of many innovative projects, whether they be medical (e.g. delivery of medicines or defibrillators), powerline inspections, or coastal marine observations. She helps operators obtain their regulatory approvals, assisting drone operators, many of whom are from a non-aviation background, and with her practical flying background, has a deep understanding of the specific operational risk assessment (SORA) process many regulators require for approvals.

Recognising that the seamless integration of drones into everyday means sharing an already congested airspace, she is active on UTM (uncrewed traffic management) working groups, and also serves the industry more broadly as a board member of the Australian Association of Uncrewed Systems (AAUS), the board secretary for Safeskies Australia, a board member of the Vertical Flight Society, and on the board of advisors for the humanitarian technology/robotics organisation, We Robotics.

Jackie's vision is to be a solution provider and the critical link between emerging UAS technologies, individuals, schools, enterprises and governments. Specifically, her work in fostering industry professionalism in risk assessment regarding beyond-visual-line-of-sight (BVLOS) operations is world-leading. This was recognised in 2023 when she

was inducted along with 10 outstanding women into the Women in Emerging Aviation Hall of Fame at the Smithsonian Air and Space Museum in Washington D.C.

For her work that is wide-ranging and pivotal to the ongoing development of the uncrewed aviation industry in Australia and globally, Jackie Dujmovic is awarded the Grand Master's Australian Medal.

### **The Australian Bi-Centennial Award MARJORIE DAVIS GILLESPIE OAM**

Marj Davis Gillespie learnt to fly in 1983 and it quickly became a passion. She owned her own aircraft, a Mooney, for ten years and has flown all over Australia. Her interest in flying went further than being a pilot and she became interested in the administration and regulations of the Flying Training Industry.

She was President of Manning River Aero Club of Taree NSW for 24 years and was Secretary for 18 months prior to that. She was made a Life Member 1998.

She was the inaugural President of Old Bar Heritage Air Strip Committee in 2001. While she was President, the Committee was successful in achieving the Airstrip being heritage listed and, more importantly, being able to remain operational after much opposition to have it closed.

She was appointed President of the Royal Federation of Aero Clubs of Australia in 1997 and retired from that role in 2019, continuing as Treasurer. The Federation represents the Flying Training Industry with Government Bodies including CASA, Airservices Australia, Dept of Transport and the Minister.

One of her achievements was representing the Royal Federation of Aero Club of Australia (RFACA) in lobbying the then Department of Transport in removing the GST from flying training in not-for-profit Aero Clubs who were members of the RFACA throughout Australia. She also was instrumental in assisting Chief Flying Instructor Bernie Sarroff from the Royal Newcastle Aero Club in getting dispensation for colour blind pilots.

Marj always had the very best speakers and presenters from all facets of the aviation industry at the annual conferences and in her time as president there was a Technical Advisory Committee which she consulted with and always kept the club members informed with a regular newsletter. Marj always made herself available to aero club presidents if they had any issues for discussion. She organized the Annual Conferences, reports, auditors, guest Speakers and the announcement of winners of Scholarships from Air Services.

In her role as president, she also organised and managed the Australian Light Aircraft Championships annually and the Trans-Tasman "Wings International Competition". This is a national competition between the winners of the Australian Light Aircraft Championships and the NZ Nationals held annually but alternately in Australia and New Zealand.

Marj was awarded the Federation Award 2003 for a "Contribution over and beyond what normally could be expected of an Aero Club member and deemed to have benefited the Aero Club movement". Marj played a very dedicated role to the RFACA and was admired by all who came into contact with her from the various Clubs around Australia and New Zealand.

Marj is an elected member of the Council of The Australian Strategic Air Traffic Management Group, ASTRA. This is an aviation industry body dedicated to developing an optimum air traffic management system for Australia. As such, it is the Federal Government's primary source of industry advice on air traffic management directions. She represents the RFACA on the Australian Aviation Associations Forum. It consists of Aviation peak industry bodies representing sectors such as agricultural, recreational, flying training, engineering organisations and airline operators. Marj is also the RFACA representative at AusSAR Consultative Council Meetings.

In 2007 she was awarded an Order of Australia Medal for "services to the development of the aviation industry through a range of executive and administrative roles, particularly with aero clubs". In 2014 she was personally appointed by The Hon Warren Truss MP, Deputy Prime Minister and Minister for Infrastructure & Regional Development, to the Aviation Industry Consultative Committee. In 2016 she was awarded the Oswald Watt Gold Medal. For making an outstanding individual contribution to Australian Aviation, Marj Davis Gillespie is awarded the Australian Bi-Centennial Award.

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

#### **CAPTAIN NEALE LANGDON**

Neale Langdon's professional aviation journey reflects a lifelong dedication to training, mentoring, and enhancing aviation safety across both domestic and international sectors. His aviation career began at the age of 15 in Melbourne. After obtaining his Commercial Pilot Licence, his passion for developing others became evident when he became a flight instructor. At Skybird Aviation, Essendon Airport, he quickly rose to the roles of Chief Flying Instructor and Chief Pilot, laying the foundation for a career centred around education and operational excellence.

In 1986, Neale began his airline career with TAA, flying iconic aircraft such as the Twin Otter, Fokker F27, and the DC-3. During the Australian pilots' dispute, his F27 experience enabled him to work with Malaysian Airlines, before returning home to fly with Australian Regional Airlines. Neale then took up a role with Singapore Airlines, where he flew the Boeing 747/200,300 and later the 747/400, before achieving his first jet command on the Boeing 777. At Singapore Airlines, Neale earned the affectionate nickname "Captain Nice Nice", a reflection of his unwavering commitment to mentoring cadet pilots—particularly those lacking experience or confidence. He gave many a chance to succeed under calm, supportive guidance in challenging conditions, earning lasting respect from colleagues and students alike. Though often invited to join the Singapore training department, his home base in Perth kept him grounded in his values and location.

After 19 years abroad, Neale joined Virgin Australia, progressing from Captain to Training Captain. In this role, he guided pilots at every career stage—from Second Officers new to jet operations to Captains stepping into training roles themselves. Neale was pivotal in transitioning pilots across multiple aircraft types, including the B777 and A330, ultimately managing training and checking operations for Virgin's international long-haul fleet. With the restructuring of Virgin Australia during the COVID-19 pandemic, Neale stepped into the vital role of 737 Fleet Standards Manager. Here, he once again became known for balancing regulatory rigor with compassionate leadership. His approach provided development pathways for pilots in need of additional support while upholding the highest training and safety standards.

For the past 16 months, Neale has been serving as Acting Head of Training and Standards for Virgin Australia, overseeing pilot, cabin crew, and ground staff training.

Notably, he has led the implementation of Evidence-Based Training (EBT) within the pilot group—an initiative that represents a fundamental shift in the way airline training and assessment is conducted. His leadership in embedding EBT reflects not only a deep understanding of modern aviation demands but a future-focused commitment to continuous improvement in safety outcomes. Neale is currently the CEO and Head of Operations for Virgin Australia’s Part 142 Training Organisation. He also serves as the 737 Fleet Standards Manager and has been acting as Head of Training and Checking for Virgin Australia.

Neale Langdon’s four-decade career reflects a rare combination of technical excellence, regulatory knowledge, and compassionate mentorship. He has consistently elevated flight standards and safety—whether in the cockpit, the simulator, or the boardroom. His legacy is felt not just in the procedures and programs he has built, but in the thousands of pilots and aviation professionals whose careers and capabilities have been shaped by his guidance.

In recognition of his outstanding and ongoing contribution to flight standards and aviation safety in Australia, Captain Neale Langdon is awarded the Captain John Ashton Memorial Award.

### **The Jim Cowan Memorial Award**

#### **LACHLAN HYDE**

As the President and General Manager of the Royal Aero Club of New South Wales, Lachlan has been instrumental in revitalizing this historic organization. Under his leadership, the club has transformed from an inactive entity into a dynamic and progressive flying club, marked by innovative training programs and a thriving membership base. Since assuming the role in 2023, Lachlan has demonstrated exceptional vision and dedication, blending the club’s storied legacy with a forward-thinking approach to aviation training and community engagement.

Lachlan’s passion for aviation emerged early, cultivated through formative experiences around aerodromes with his family and hands-on involvement with the Australian Air League Cadets. His commitment to fostering aviation opportunities for others is evident in his work at the club, where he has developed collaborative, member-driven training pathways that support both aspiring pilots and seasoned instructors. The club’s recognition as CASA’s Aero Club of the Year in 2025, less than two years after its revival, is a testament to his strategic leadership and unwavering commitment to aviation excellence.

Despite his youth, Lachlan’s contributions extend beyond the club. In 2023, he was named the CASA Wings Awards Young Achiever of the Year and was recognised as the Rising Star at the 2024 Australian Aviation Awards. His dedication to the aviation community is matched only by his commitment to public service, evidenced by his roles as a Justice of the Peace and member of the Institute of Community Directors Australia. Lachlan’s efforts have not only resurrected the Royal Aero Club of New South Wales but have also inspired a new generation of aviation enthusiasts, fostering a culture of inclusivity and growth. His leadership exemplifies the spirit of the Jim Cowan Memorial Award, as he continues to make a lasting impact on aviation in New South Wales and beyond.

In recognition of his exceptional leadership, unwavering passion, and significant contributions to Australian aviation, Lachlan Hyde is awarded the Jim Cowan Memorial Award.

**The Jean Batten Memorial Award**  
**CAPTAIN ALLAN BOYCE**

Captain Allan Boyce was a founder member of the Air Pilots New Zealand Region and has been a member of the Company (in New Zealand) since 1989. He was elected to the New Zealand Regional Committee in 1992 and has since served in one capacity or another continuously. Allan is also an active member of the Royal Aeronautical Society, the Royal Institute of Navigation, and the New Zealand Helicopter Association. His undergraduate degree was in aviation instructional design and crew resource management, and his Masters degree was in aviation management systems.

Between 1993 and 1997, he was the Regional Technical Director and then succeeded as Chairman of the Region, which post he held until 2001. Following his term as Chairman, he continued as a member of the Regional Committee while also being elected an Assistant to the Court in 2003. He served on the Court for 12 years, during which time he attended almost every meeting in London. Following then untimely passing of the New Zealand Region Chairman in 2012, Allan was asked to fill the position for a second term. In 2016 Allan retired from active professional flying after fifty years as a pilot, first as an RNZAF fast jet pilot and latterly as a long-haul airline pilot. He held an NZ CAA Flight Examiner (Airline) rating on three aircraft types.

In 2019, he was 'persuaded' into again becoming Chairman of the New Zealand Region, a post he retained until 2025 when he felt he had to retire from active involvement in the Region. Allan has therefore enjoyed 37 continuous years of service to the Company as an active and senior member in the NZ Region, and also on the Court - a remarkable and significant record.

Allan worked on the extension of Boeing 767 ETOPS and has been actively involved with the annual Mt Erebus accident commemorations, working tirelessly with others to promote and develop a physical memorial for the families affected. He also played a role in influencing legislation to protect aircraft flight recorder information for safety purposes. He has been a regular representative of the Company at the New Zealand Aviation Federation, which has helped give prominence to the work done by those members of the Company in New Zealand.

Allan Boyce's record of service to the Company is exemplary and has had a direct profound influence on the success of both the New Zealand Region and the Company as a whole. In recognition of his lifetime of outstanding contribution to New Zealand aviation, he is eminently worthy of the Jean Batten Memorial Award for 2025.

**The Hugh Field Memorial Award for Aviation Journalism**  
**RAF MEDIA AND COMMUNICATIONS 'TOP GUNS' TEAM**

In February 2025 the second season of Top Guns: Inside the RAF was broadcast to millions, giving unprecedented access to Air Force life. To achieve this, the RAF team led by Squadron Leader Dan Chorley (an RAF Reservist) worked tirelessly over 14 months to create opportunities for our partners True North to film scenarios and personnel that showcased aviation at its finest in three core messaging areas:

- **Always Ready to Fly and Fight:** For the first time, the RAF team were able to secure footage of pilots, weapons systems operators and intelligence analysts working inside Remotely Piloted Air Systems, showing Reaper's incredible capability for surveillance, analysis and targeted lethality. Next, cockpit cameras captured real-time footage of RAF typhoons operating alongside allies to intercept Iranian drones targeted at Israel, showing first-hand the RAF's role in preventing the escalation of geopolitical tensions. Additionally, RAF strikes

against Houthi rebels blocking the Red Sea were captured from the cockpit – showing that the RAF is the Nation’s first responder to protect our national interests.

- **Securing the Skies at Home and Abroad:** To highlight the fact that the RAF is working 24/7/365 to protect the UK and our allies, the team successfully lobbied to capture Quick Reaction Alert scrambles, world-class fast jet training, and Air Policing over the borders of Romania. This included footage of the Poseidon P8 on operations over the Black Sea, escorted by typhoons as they met hostile Russian aircraft.
- **No Ordinary Job:** More than anything else, the series sought to demonstrate what a life of service truly means – the challenges of being away from home, the pride of succeeding on operations, and the camaraderie of working alongside peers and friends. Nothing could illustrate this more than the dedication and commitment of Sqn Leader Mark Long, whose fatal Spitfire crash was captured during production. The handling of this incident, working with his family and peers to create a sensitive tribute to his service, deserves a special mention.

To support the series’ launch, the multi-disciplined RAF team of service personnel, civilians, contractors and reservists collaborated to create a campaign of content across broadcast, newsprint, magazine and social media. The innovative and holistic approach included content targeting different audiences: a live Q&A on Instagram for those interested in RAF careers, a moment-by-moment posting thread on X for defence industry and commentators, and ‘feel good’ behind the scenes stories on Facebook to engage with RAF fans and families. Their creative ideas pushed RAF life to new audiences – from an Air Cadets ‘take over’ day at RAF Coningsby, to footage viewed more than 20m times on TikTok.

The series was a huge success, receiving widespread plaudits from TV reviewers, defence commentators and internal audiences. Internal evaluation showed that the RAF’s key messages were well received and recognized by viewers. The RAF recruitment website received an unprecedented number of registrations of interest during this period, and visits to the RAF website to find out more about the roles and capabilities featured in the series also hit record-highs. The RAF Air Media and Comms Team is accordingly awarded the Hugh Field Award for Aviation Journalism.

## **The Pike Trophy**

### **CAPTAIN ALAN WRIGLEY JP**

Alan Wrigley has a background in aviation stretching back to 1988, when at Rufforth near York he took his first training flight in a glider and on the same day discovered that he was going to be a father for the first time. Quickly becoming addicted to flight, Alan went solo in 1989 and never looked back, although he did continue to maintain a good lookout! He quickly rose to be a junior instructor within the British Gliding Association and spent most of his free time helping the development of other pilots. Not satisfied with silent flight, he then went on to obtain a PPL, initially in motor gliders but very shortly thereafter in what were then called Group A aircraft (SEPs to the modern generation). Again, not totally fulfilled by just flying, Alan decided to undertake training to be an instructor and took up his first post at Sherburn-in-Elmet in 1995. By 1997, he was an examiner.

Further career development saw Alan gain an instructor rating for twin engine aircraft, which allowed him to get a place at Humberside as a commercial instructor, helping aspiring airline pilots to obtain their CPLs and IRs via the modular route. Subsequently,

he became Head of Training for a start-up school in the Czech Republic and, having completed the set-up, moved to the Pilot Training College in Waterford (Republic of Ireland) as Chief Flight Instructor. His task there was to ready the school for the newly-introduced JAA system for modular and integrated training.

The next move for Alan was to Teesside as HT of Cleveland Flying School, where he brought the establishment up to standard to commence training pilots under the modular system towards their CPL/IRs.

Having trained very many such pilots, Alan was persuaded into the airline industry, taking up a post with Eastern Airways, where he gained his command on the Jetstream 41 and became the company's deputy safety officer. Initially based at Humberside, he next went to Leeds Bradford and then was promoted to base captain at Teesside. After a few years in that role, he returned to his first love of instruction, with a job as HT at Atlantic Flight Training in Coventry. This school concentrated on integrated training and attracted many overseas students to the UK. In search of a way to combat the often-unsuitable local weather, Alan was instrumental in opening the school's first overseas base in Huesca (northern Spain), where his language skills were of considerable value. Whilst at Coventry, he qualified as an MCC instructor on the CRJ200 simulator.

Along the way, Alan added to his examiner qualifications, becoming FE(CPL), IRE and FIE. With the advent of the EASA system, he became a Senior Examiner. He is also a FRTOL examiner and senior examiner.

When the CAA decided to pass initial IR tests to industry with the shrinkage of the CAAFU cadre of staff examiners, Alan was in the first batch to be selected by the CAA. This led to him being sent to Jerez in southern Spain as the first non-staff/retired staff examiner to undertake this task. Being a strong hispanophile, it wasn't long before Alan took up a post as an MCC instructor on the Boeing 737 simulator, later adding MPL instructor to his growing list of qualifications. Now, Alan continues as a part-time consultant to FTE, with roles including MCC instructor, MPL instructor, FI, FE, IRE, FIE, SE, FRTOL SE.

In parallel with his career as a commercial instructor and examiner, Alan also continued in his voluntary role within the gliding movement and became a senior examiner in gliders. He gained two Diamond Awards for gliding cross-country achievements and served as both CFI and Chairman of his club at Rufforth with a total of 15 years in committee positions. Other pro bono work has involved flying for the disabled.

It is believed that Alan is uniquely qualified, being the only person known to have held simultaneously EASA and CAA Senior Examiner certificates for both powered aircraft and sailplanes along with FRTOL Senior Examiner. He has some 9500 hours flying plus 4500 in simulators. In recognition of his outstanding contribution to civil flying instruction, Captain Alan Wrigley is awarded the Pike Trophy.

### **The Central Flying School Trophy**

#### **LIEUTENANT COMMANDER PHIL BARRON cfs\* RN**

Lt Cdr Phil Barron served as a Qualified Observer Instructor from Jan 23-Dec 24 at 825 Naval Air Squadron. As an experienced A2 Lynx and Wildcat instructor of 22 years, his evident passions for instruction and aviation were reignited to such an extent that, by the end of his tour, he had achieved the first Royal Navy A1 instructor re-categorisation in 30 years. He was rightly recognised for this outstanding achievement, an exemplar

to his fellow Wildcat aviators, but it is for his wider contribution to the training environment and instructional culture that he is deserving of this award.

When he joined 825, the training culture was under scrutiny for its untenably high Observer withdrawal rate of 45% in the previous 3 years. Stepping up to the role of Senior Observer to cover a 3-month period of gapping, Lt Cdr Barron targeted areas for improvement and played a key role in implementing a number of initiatives that saw this withdrawal rate reduced to zero during his tenure. His empathetic and emotionally intelligent approach was pivotal and his personal example set the standard for others as a respected, influential instructor. He drove a number of tangible changes through the Squadron's Quality Improvement Action Plan, including an increase in external coaching, stress management workshops for trainees and staff, and tackling the much-maligned 'Question of the Day', replacing it with a more collegiate 'Topic of the Day'. This latter deliverable required him to invest a significant amount of his own time to write over 50 5-minute briefs to be presented by trainee aircrew at shareholders each morning.

Additionally, when Lt Cdr Barron joined, the Wildcat Maritime Force was facing a critical shortfall in Observers. This led to calls from higher Command that, as well as improving the training environment, they were to take more trainees and deliver them faster. Lt Cdr Barron embraced these competing demands and took it upon himself to act as the Course Officer for the largest Wildcat ab-initio course in 5 years, ensuring they were delivered to the front line in 16 months. This represented the quickest Operational Conversion the WMF has seen in its 10-year history; over 6 months faster than the previous 22-month average.

An ever-willing volunteer, Lt Cdr Barron was never out of the top-3 Observers on the Force for flying output, spreading his experience across both the OCU and the Front-Line Squadron. He detached to HMS GANNET, Prestwick on 3 occasions, embarked in HMS IRON DUKE for Secondary roles training and delivered a high-end warfighting embarkation in the Fleet Flagship, HMS QUEEN ELIZABETH. For the majority of his tour, he was the Observer Training Officer, responsible for overseeing all Observer conversions as well as QOI training and standardisation. From this role, he continued to champion the Squadron's cultural improvement initiatives, helping to engender them through the wider Force training and planning teams. Furthermore, as the lead D&I advisor, he was fundamental to developing the culture across the Squadron to be a fair and rewarding workplace for aircrew and engineers alike.

Lt Cdr Phil Barron is rightly deserving of the Central Flying School Trophy for his outstanding contribution to transforming an instructional culture that has delivered results far in excess of even the most optimistic predictions.

### **The Brackley Memorial Trophy CAPTAIN CHRISTIAN MAUDE USAF**

In remembrance of the 80th anniversary of Operation Overlord during World War II, U.S. Air Forces in Europe's 86th Airlift Wing conducted D-Day commemoration flights with multiple C-130J Super Hercules aircraft from June 2 to 7, 2024.

Based at Cherbourg Airport in Normandy, the deployment was organised by Capt Christian Maude, at the time based at Ramstein Air Base in Germany. This included airframes deployed from US Air Force and Air National Guard airlift squadrons from around the world, many with lineage dating back to the Second World War.

The commemorative events were designed to honour the sacrifices of U.S. and allied service members made 80 years ago in securing peace and security, and inspiring future generations to value a collective vision of global peace. This included high tempo training operations throughout the week, flying media and VIPs to showcase the capabilities of today's air forces while participating in anniversary memorial services.

During this significant deployment, which the eyes of millions of people from around the world on Normandy for several consecutive days, Capt Maude oversaw:

- 114 sorties flown in support of D-Day Operations
- 323.1 total flight hours flown in support of D-Day Operations (flown by the 11 C-130Js)
- 46 sorties from fromn 37 Airlift Squadron aircraft in support of D-Day Operations
- 132.9 flight hours flown by 37 AS aircraft in support of D-Day Operations
- 97.2% mission complete rate
  - Only one operation cancelled and 1 cancellation due to maintenance out of 138 D-Day support sorties
- 121 total ceremonies
  - 73 supported with flyovers
- Planned and led the drop of 1311 static line jumpers out of 20 aircraft from seven countries including France, U.K., Netherlands, Belgium, Germany, and Canada
- 4 WWII veterans honored with C-130J flights over Normandy. 86 Aeromedical Evacuation Squadron aided with in-flight support.
- Directly supported the arrival and departure of 15 Distinguished Visitors and 150 Congressional Delegates
  - Including: French President Macron, US Secretary of Defense, Chairman of the Joint Chiefs of Staff – the most senior US military officer, US Africa Command Commander, Supreme Allied Commander Europe, Secretary of the US Army, Chief of Staff of the US Army, Head of US Naval Forces Europe, US Army Europe-Africa, US Air Forces Europe-Africa Commander, Secretary of the US Navy, Head of French Navy
  - Coordinated with Cherbourg Airfield Management for the arrival of 60 Congressional Delegates in 2 737 aircraft, 2 C-40s of delegates as well as 90 congressional delegates on 2 C-130Js.

For this outstanding effort, Capt Maude is awarded the Brackley Memorial Trophy.

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

#### **WARRANT OFFICER CLASS II MARC COOK**

A relative newcomer to Air Test & Evaluation, WO2 Marc Cook, as a serving member of the Royal Artillery, undertook an intensive period of training to rapidly upskill in the highly technical and demanding domain of First-Person View flying. From a standing start, he not only mastered the technical and operational requirements of this discipline but developed a comprehensive First-Person View testing and training capability from scratch – now a cornerstone of the 744 Naval Air Squadron's (the Air & Space Warfare Centre's Joint Uncrewed Air Systems Test and Evaluation Squadron) ability to trial and implement emerging Uncrewed Air Systems technologies.

Of particular note, his contribution to the HORNETS NEST trial which involved First Person View flying from a CH-47, goes well beyond what can normally be expected. WO2 Cook displayed an instinct for safe and innovative design, applying structured test methodologies to the First-Person View systems while simultaneously advocating for more agile and adaptive approaches to evaluation. His ability to balance high standards of airworthiness and safety with operational flexibility has enabled him to deliver a

significant solution for Defence, and one that directly supports the front line. The testing frameworks he helped develop is now used across multiple projects for 744 Naval Air Squadron.

WO2 Cook is known for his drive, commitment, and an unwavering sense of purpose. He works tirelessly because he believes in the mission and the potential Uncrewed Air Systems hold for enhancing operational effectiveness across Defence. He has shown a remarkable capacity for teamwork, often volunteering to take on additional responsibilities to support his peers, and providing mentorship and guidance to juniors, peers and superiors alike. His humour and humility have endeared him to colleagues, while his clear-headed leadership and operational experience has inspired those around him.

Despite his limited time in the Uncrewed Air Systems testing domain, he has consistently gone the extra mile, working long hours, pushing through technical setbacks, and applying relentless energy to solving difficult problems. As a Remote Pilot he has bridged the gap between engineers, operators, and command teams, ensuring that the First-Person View systems being developed are not only technically sound but also user-focused and tactically relevant.

WO2 Cook embodies the pioneering spirit of Sir Barnes Wallis, whose legacy as a brilliant and unconventional thinker continues to shape the landscape of aviation and military innovation. Like Wallis, WO2 Cook is also a proud Gunner, and his contribution to air capability continues in that same spirit of bold thinking and fearless execution.

For his extraordinary achievements in the face of complex and evolving technical challenges, and his unwavering dedication to innovation in First Person View testing, WO2 Cook is an exemplary recipient of the Sir Barnes Wallis Medal.

### **The Johnston Memorial Trophy CAPTAIN HYRONIMUS JANSEN RA**

Captain (formerly WO2) Jansen's unparalleled technical and tactical knowledge of the Watchkeeper RPAS, coupled with his exceptional operational skills and dedication to advancing operational capabilities, make him a deserving recipient of this prestigious award.

Capt Jansen's proficiency in the operation of the Watchkeeper RPAS is unmatched. His comprehensive understanding of the system, from its technical intricacies to its operational capabilities, has been instrumental in enhancing the 47 Regiment's operational effectiveness and readiness. Capt Jansen's expertise has been a critical enabler in establishing groundbreaking new flying locations in the UK during Op DEVERAN (the MOD support to the Home Office monitoring of migrant crossings of the English Channel), two new locations in the USA, Oman and the live fire integration with attack helicopter as well as Estonia in support of Op CABRIT. Each deployment has continually showcased his ability to adapt to diverse environments and excel in challenging operational settings. Each of these deployments has achieved mission success because of his direct input to both the planning and execution phases.

Beyond his technical prowess, Capt Jansen's in-depth knowledge of operating procedures and regulations for the Watchkeeper RPAS sets him apart as a subject matter expert in his field. His meticulous attention to detail, understanding of safety protocols, and commitment to upholding operational standards have been instrumental in ensuring the safe and effective operation of the platform tailored to meet the operational requirements. Capt Jansen's dedication to continuous learning and staying

abreast of evolving regulations, best practices and doctrinal developments reflects his unwavering commitment to excellence and sound airmanship. This has positively impacted the RPAS support that 47 Regiment has provided to the Field Army and wider Defence outputs.

Furthermore, Capt Jansen's tactical acumen and passion for developing operational capabilities go beyond technical proficiency. His strategic thinking, innovative approach to mission planning and ability to anticipate and mitigate operational challenges have been instrumental in enhancing the Regiment's operational readiness and effectiveness. Capt Jansen's proactive leadership style, coupled with his ability to inspire and mentor his team, has fostered a culture of excellence and continuous improvement within the unit. Capt Jansen's commitment to advancing operational capabilities extends beyond technical flying to encompass a tactically focused approach to mission success. His emphasis on developing comprehensive operational strategies, fostering collaboration among team members and promoting a culture of innovation and excellence exemplifies his dedication to pushing the boundaries of operational excellence.

Capt Jansen's achievements and dedication continues to inspire others within the Regiment and beyond. His unparalleled knowledge of the Watchkeeper RPAS, combined with his commitment to innovation and excellence and dedication to advancing operational capabilities make him a highly deserving recipient for this award and, in recognition of exceptional expertise, leadership and outstanding performance in the operation of the Watchkeeper Remotely Piloted Air System (RPAS), Capt Jansen is awarded the Johnston Memorial Trophy.

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

##### **THE RAF POSEIDON SURVIVE, EVADE, RESIST, EXTRACT TEAM**

The RAF Poseidon Survive, Evade, Resist, Extract (SERE) Team, is a small group of dedicated Non-Commissioned Aircrew, tasked with the management and delivery of survival and aircraft emergency egress training for aircrew and engineers in the growing RAF Maritime Patrol Force. Flight Sergeant Robert Montgomerie, Flight Sergeant Jim Lawrence and Sergeant Gary Padbury deliver this task alongside their demanding primary role as Weapons System Operators in the Acoustic specialisation – responsible for the protection of UK waters from threats above and below the waves.

Entry of the Poseidon aircraft into RAF service has required the Force to regrow its knowledge of survival in the long-range maritime patrol domain, essentially from scratch. Flight Sergeant Montgomerie and his team have been instrumental to this endeavour, proactively identifying and solving problems with boundless enthusiasm, tenacity and initiative. The Team has been the nexus for a range of projects across multiple organisations, acting as the interface between the Force Headquarters, the flying squadrons and the Defence SERE Training Organisation (who have praised the Team's efforts), ensuring compliance with policy through delivery of essential training and maintenance of currencies. To do this, they have established a standardised and structured means of tracking training and currencies for all aircrew, and for engineering personnel who accompany aircraft when deploying away from RAF Lossiemouth. In addition to delivering classroom training in the use of the aircraft's life rafts and sea survival and location equipment, the Team work closely alongside RAF Lossiemouth Physical Education Flight to coordinate drills in the pool and at sea, ensuring all Poseidon aircrew are fully prepared to deal with an emergency in what can be the harshest of environments. They have engaged with the RAF Regiment Force Protection Training Flight to obtain resources to allow crews to practice with combat survival and

location equipment, as well as running immersive, practical outdoor sessions which have enthused Poseidon aircrew by creating a culture which encourages learning.

Most impressively, without direction, the Team identified that the aircraft egress, abandonment and ditching training could be hugely improved in terms of content, delivery and applicability, and have completely revamped the way that the drill is practiced. The new format has injected a higher level of realism, relevance and practicality, with crews carrying out hands-on, scenario-based exercises on the aircraft – vastly enhancing the quality and value of the sessions.

Demonstrating their absolute belief in the importance of survival training, Montgomerie, Lawrence and Padbury have taken it upon themselves to complete the courses and gain the qualifications required to prepare the crews. They have never shied away from constructively challenging policy, asking difficult questions or highlighting instances where process and procedures need to be improved. Their efforts have truly transformed the way the Force views this essential set of skills, with the aircrews having a wholly positive mindset towards training which will ultimately preserve the safety and enhance the survival chances of those onboard the aircraft should the worst happen. The Sir James Martin Award is fitting recognition of their outstanding contribution.

### **The Cumberbatch Trophy** **MARK GREENFIELD FRAeS**

Mark is recognised throughout the aviation industry as a masterful instructor in UPRT. His reputation is not only built on technical knowledge, but on his outstanding ability to teach. Mark has an instinctive understanding of how people learn under pressure, and his students consistently praise him for making complex flying concepts both accessible and memorable.

What makes Mark exceptional is his ability to translate high-risk, high-stress flying scenarios into simple, practical steps that pilots can understand, recall, and apply—particularly when it matters most. His approach is built on clarity, empathy, and repetition of good habits, helping pilots develop the confidence and muscle memory they need to safely recover from unexpected upsets.

Mark creates a calm, supportive learning environment that allows students to push their limits while feeling safe and in control. He's widely described as not just an expert instructor, but someone who genuinely connects with his students. Whether teaching nervous cadets or seasoned airline pilots, Mark ensures each session is tailored to individual needs while maintaining the highest standards of safety and professionalism. His journey to becoming one of the UK's foremost UPRT instructors began with RAF fast jet training. A medical condition paused his flying career, but ten years later, after regaining his Class One medical, Mark returned to aviation with renewed passion—this time with a mission to teach. He played a central role in shaping modern UPRT standards, representing the UK on the EASA Rule Making Group that led to the introduction of mandatory on-aircraft UPRT in 2019.

As the lead UPRT instructor at Ultimate High, Mark has worked with pilots at every level, from ab initio cadets to test pilots and airline training captains. He is especially skilled at guiding students through the critical psychological elements of UPRT—particularly the startle and surprise effects that can undermine decision-making during real-world upsets. His structured, intuitive teaching focuses on situational awareness, resilience, and timely, effective control inputs.

Under his leadership, Ultimate High has become a centre of instructional excellence in UPRT, trusted by major organisations including Rolls-Royce, Boeing, AirTanker, and the AAIB. Mark's training isn't just effective—it's transformational, consistently leaving pilots better prepared and more confident.

Beyond the cockpit, Mark actively shares his knowledge across the aviation community. He regularly presents at major conferences such as EATS, speaks at safety seminars, and contributes thought-leadership articles to industry publications. His advice is sought by regulatory bodies including CASA (Australia) and the Kenyan CAA. Through webinars, livestreams, and public writing, Mark continues to improve how UPRT is understood and delivered across the industry.

Students and peers speak with admiration, describing him as “an exceptional instructor” who combines technical brilliance with real human connection. His training is frequently called “vital,” “practical,” and “inspiring.”

Mark has not only set a benchmark for instructional excellence in UPRT—he's helped redefine what world-class flight instruction looks like. His impact on pilot safety, confidence, and skill is lasting and profound. He is a very deserving recipient of the Cumberbatch Trophy.

### **The Sword of Honour GEORGE BACON MBE**

George Bacon has, over a lengthy aviation career spanning more than 50 years delivered an extraordinary contribution to the civil and military aerospace industry. His career began with the RAF before becoming an Army pilot in 1981. He left the military to become a specialist in manned airborne surveillance projects around the globe for Britten-Norman and consultant to the wider defence industry before returning to Army Aviation as a Fixed Wing specialist and Air Displays Manager. He also found time to be Head of Recruiting, Pilot Selection and Displays for the AAC and a CAA Air Accident Investigator. Throughout this time he has also been a stalwart of the UK airshow scene where he remains a very popular commentator and Flying Display Director (FDD).

Perhaps his most defining achievement was the salvation and reinvention of the Army's Historic Aircraft Flight. Faced with the imminent threat of its disappearance after defence funding was withdrawn in 2012, George undertook a monumental effort to preserve this unique fleet of aircraft. Through several years of tireless determination, extensive engagement with the Ministry of Defence, and a clear vision for its future, he masterminded the transition of the Historic Flight from the military into a charitable trust, formally established in 2015 and known as the Historic Army Aircraft Flight (HAAF).

Starting with just five grounded aircraft in a hangar at Middle Wallop, George built a flying organisation from the ground up. He recruited ex-AAC aircrew and engineers to get the Auster AOP9, Beaver, Sioux, and Scout flying and developed a compelling mixed fixed- and rotary-wing display routine, seen across the UK's airshow circuit. By 2019, the HAAF had become a thriving, volunteer-run veteran operation with a full flying programme, deeply embedded in the UK's air display community. This resilience, built by George, allowed the HAAF to withstand the challenges of the COVID-19 pandemic and continue its important work.

His foresight in aligning the HAAF's charitable objectives of Heritage, Veteran support and Public Engagement with Army Aviation and the wider aviation environment has ensured its relevance and sustainability endures. Thanks to George, the legacy of the

AOP squadrons, the Glider Pilot Regiment, and all those who shaped modern Army Aviation is preserved and shared with new generations.

George's influence can also be felt through his 15-year tenure as the founding CEO of the British Air Display Association (BADA), during which time he played a pivotal role in professionalising and supporting the UK's air display industry. Concurrently, he contributed over 20 years to managing the AAC Blue Eagles, ensuring it remained at the forefront of professional rotary display teams in Europe.

Through five decades George's enduring enthusiasm and commitment to every aspect of aerospace, from nurturing young people into all areas of the industry, ensuring its heritage is celebrated, to being a cornerstone of the air display world is truly outstanding. Even now, he remains a central figure in UK aviation. He is an active pilot, a busy and sought after FDD, an active Aerobility ambassador and one of the most recognisable airshow commentators in the country. His contributions to events like the Bournemouth Air Festival and the Army Flying Museum's Wallop Wheels and Wings continue to bring all aspects of aviation to life for thousands.

In recognition of his outstanding contribution to General Aviation George Bacon is awarded the Sword of Honour.

### **The Myles Bickerton Trophy CAPTAIN NIGEL REID**

Nigel John Western Reid is the unassuming complete professional as an enthusiastic pilot and vintage aeroplane engineer.

When a teenage Air Cadet, Nigel Reid learned to fly at Thruxton in a Piper Vagabond loaned to him by a friend and later he converted onto the DH.60G Gipsy Moth which had been restored to airworthiness by his father who was an engineer at Tarrant Rushton.

Following A Level school examinations, Nigel joined the Royal Air Force on a short service commission and following officer training at RAF Henlow he commenced flying training on Jet Provosts at RAF Church Fenton. There were hints to his future path when he flew to vintage aircraft gatherings in the family Gipsy Moth which was discreetly decorated with a dayglo sticker illustrating a plan view of a Jet Provost.

He underwent Advanced jet training on Hawks at RAF Valley and weapons training on Hunters at RAF Brawdy before he was posted onto Jaguars with No 20 Sqn in Germany and No 54 Sqn at RAF Coltishall.

At the end of his RAF commission Nigel joined British Caledonian Airways flying the 757 until the company merged with British Airways in 1988 after which he was promoted to a 747 command and currently a 777 command.

In the 1990s Nigel commenced restoration to airworthy condition of a second DH.60G Gipsy Moth which had been rescued by his father.

As an avid RAF Reservist, Nigel flies AEF sorties at Boscombe Down having advanced through the era of Chipmunks and Bulldogs to the Grob. He has also taken an interest in gliding, particularly in South Africa.

As a rated civilian instructor, Nigel taught his wife and two sons at 16 and 17 years of age to fly from scratch to PPL status operating a family Gipsy Moth. One son had barely

passed his driving test while the second had still to learn to drive. Currently, one son has progressed to flying Airbus with British Airways whilst the other joined the Royal Navy and currently flies as a Typhoon pilot with the RAF.

One of the two family Gipsy Moths is unique having qualified for an aerobatic category Permit and Nigel flies public aerobatic demonstrations through his valid personal Display Authorisation. He also enjoys authority as a DA Examiner. He is a member of the RV-4 Firefly Display Team flying close formation and aerobatics trailing pyrotechnic smoke during the day and accompanied by firework illumination after dark.

Nigel is a competent aircraft engineer having inherited talent from his father but is otherwise self-taught. In addition to his RV-4 and an Andreasson BA-4, he maintains both Gipsy Moths and is responsible for negotiating modifications or sourcing engine and airframe spares when necessary for his own aeroplanes and others in need.

He has been the de Havilland Moth Club Safety Officer for over ten years and writes a regular *'Keeping it Safe'* column for the Moth Club magazine. He has produced a series of safety-related videos dealing specifically with Moth training and operational issues, and lectures on safety at Moth Club Forums. Nigel Reid is accordingly awarded the Myles Bickerton Trophy.

### **The Eric 'Winkle' Brown Memorial Trophy**

#### **744 NAVAL AIR SQUADRON, ROTARY WING TEST AND EVALUATION SQUADRON AND 22 SQUADRON**

In order to exploit emerging capabilities, evidence was sought that first person video uncrewed air systems can be successfully launched from airborne helicopters, and that operators can successfully achieve and maintain control of the drone throughout a mission representative evolution. To meet this requirement, trials were conceived demonstrating this from a Chinook in a variety of role-representative flight profiles with the drone operator both in the helicopter and on the ground.

The schedule was determined by the intent to demonstrate an operational end-to-end scenario during an overseas exercise in May 2025, with the aim to evolve crewed-uncrewed teaming concepts during a major overseas deployment. This required the development of safe dispatch methods, validation of an effective concept and suitable clearances within an incredibly tight timeline, requiring planning, execution and capability development within a five-month window. Consequently, a team was established based upon members of 744 and the Rotary Wing Test & Evaluation Squadrons who represented Defences' test and evaluation expertise in unmanned air systems and helicopters respectively.

Such a tight timeline required a novel approach, prioritising rapid innovation, in an agile and adaptable but risk aware manner, accepting the use of risk management and expert judgement in lieu of more traditional and assured methods.

With no prior experience of operating comparable drones from an airborne platform, there was a broad spectrum of considerations required to generate the evidence required for first flight. This included establishing effective and maximum ranges for communication and data feeds necessary to maintain control of the drone, analysis of any electromagnetic compatibility issues that might affect critical systems, and methods to ensure the safe dispatch of the drone given the complex airflow in flight. Human factors assessments were conducted to consider whether the operator could successfully gain and maintain control of the drone onboard a moving platform, drop

testing of the drone was conducted to demonstrate the ability to attain controlled flight following dispatch.

A number of significant hurdles were overcome, including issues calibrating the gyroscopes of the drone on the moving Chinook and the airflow inducing reverse flow of the props during dispatch. Throughout, the test team demonstrated exceptional professionalism and diligence, applying pragmatism and innovative thinking to meet timelines. Rarely has there been such anticipation for an impending capability with briefings to the highest levels of defence and a demonstration conducted to the Chief of the Air Staff highlighting this new capability.

The trial safely fulfilled all outcomes and achieved the significant milestone of the first launch and operation of a uncrewed air system from a UK military aircraft, successfully demonstrating the integration of uncrewed and crewed air systems. To do this in such a short period was unprecedented outside of operations, with first flight to successful launch and control of the drone in a range of configurations in just over 10 weeks. In doing so, the test team have worked at pace, demonstrating perseverance and dedication in overcoming failures and making an exceptional contribution to Defence capability, and the combined team is accordingly awarded the Eric 'Winkle' Brown Memorial Trophy.

### **The Hanna Trophy**

#### **JON GOWDY**

Jon Gowdy started flying as a 14 year old teenager with the South Down Gliding Club. It was at the age of 18 that he was introduced to display flying as the tow pilot for a glider/tug display. A year later, he began with Air Atlantique at Coventry. In addition to his commercial survey flying on various Cessna twins and the DC3 Dakota, he rose to become the Deputy Chief Pilot on the 'Classic Flight'. Although young in years, he had already been identified as a skilful and highly professional pilot, and he started to amass experience displaying such aircraft as the Dragon Rapide, De Havilland Devon, Pembroke, Twin Pioneer, Percival Prentice, and Chipmunk. His skill as a display pilot was complemented by his approach to safety and his drive to develop better procedures in airshows. He was selected at this time to display the Vampire jet aircraft. His move into Commercial Aviation on such aircraft as the Airbus 320, B747/B767 and eventually the Boeing 787 with British Airways did not preclude his continued involvement in display flying, particularly formation aerobatics with Silence Twister aircraft and his own team flying Vans RV4s. In the latter team he was to give thrilling displays throughout the UK and Europe, and he paved the way for evening pyrotechnic displays, which were to add a new and dramatic extension to display flying. Although his 'day job' was flying Commercial Jets, it is indicative of his desire to experience aviation in all its guises that, still only 27, he took a year in Antarctica flying for the British Antarctic Survey on DHC-6 Twin Otter, on almost entirely single-pilot operations.

Inevitably, his skill and maturity as an exceptional aerobatic and formation pilot were rewarded with being invited to fly warbird aircraft, starting with the Spitfire. Since that time, he has not only become one of the foremost display pilots of that genre of aircraft, but he has also trained and mentored many others on these high-performance aircraft. His mastery of these aircraft in the air is matched by his deep technical understanding of these complex machines. He is a CAA Display Authorisation Evaluator for display aerobatics on a comprehensive range of aircraft. He is now the Chief Pilot for the Aircraft Restoration Company at Duxford, where he is responsible for overseeing all flying operations for the business. This not only includes display flying but also film and TV work, pilot selection, pilot training, and test flying. He is acknowledged as the 'go-to' pilot to plan, choreograph, and lead large formations of WW11 aircraft. Aside from

flying and displaying various marks of Spitfire, he has similarly displayed P47 Thunderbolt, Hurricane, Mustang, Lysander, Harvard, Messerschmitt 109, Beaver, Chipmunk, and the world's only airworthy Blenheim.

Jon has now been display flying for 24 years, and his reputation is one of exemplary skill and leadership in his field, particularly with vintage aircraft. At only 42 years of age, he has already amassed a total of 11,600 hours in a total of 82 types. He is accordingly a very deserving recipient of the Hanna Trophy.

### **The Hugh Gordon-Burge Memorial Award AIRMAN FIRST CLASS MICHAEL MICCIO**

During a cross-country flight from Hurlburt Field, Florida, to Kirtland Air Force Base, New Mexico, Airman First Class (A1C) Miccio's actions were instrumental in averting a potentially catastrophic incident. On a routine training mission, the MC-130J crew, callsign BLOKE 17, experienced a sudden and rapid loss of utility hydraulic system pressure. Despite being the sole loadmaster on board and only a recent graduate of initial qualification training, A1C Miccio responded immediately and decisively. He initiated emergency procedures to isolate the system, quickly identifying a hydraulic fluid leak from the #2 engine that threatened to significantly degrade flight control authority while the aircraft was at 23,000 feet.

When the crew determined that the leak could not be isolated and that critical systems, including landing gear, flaps, and brakes, were compromised, A1C Miccio's technical expertise and calm under pressure became vital. The crew then declared an in-flight emergency to air traffic control, and he prepared the aircraft for an emergency diversion to Dyess Air Force Base, Texas. Demonstrating exceptional knowledge and initiative, he quickly executed a free-fall extension of the landing gear. When the right main gear failed to extend fully, he swiftly employed the emergency hand crank, ensuring the gear was locked in a safe landing configuration and preventing further risk to the aircraft and crew.

A1C Miccio then briefed the crew on all relevant emergency procedures and took the additional step of securing the main landing gear with 10,000-pound-rated chains—a complex task that even the most experienced loadmasters have rarely performed outside of a training scenario. Thanks to his thoroughness and composure, the crew safely landed the aircraft using no-flap and emergency braking procedures.

The decisive actions of A1C Miccio, one of the wing's newest loadmasters, directly contributed to the safe recovery of BLOKE 17, safeguarding the lives of four crew members and preventing the loss of an aircraft worth \$117 million. His performance on this mission stands as a testament to his ability to operate under pressure and is deserving of recognition by award of the Hugh Gordon-Burge Memorial Award.

### **The Grand Master's Award MAJOR BENJAMIN J COFFEY II USAF and CAPTAIN LACIE E HESTER USAF**

Major Benjamin J. Coffey II and Captain Lacie E. Hester distinguished themselves by gallantry in action while engaged in military operations against an opposing armed force as Mission Commanders deployed with the 494th Expeditionary Fighter Squadron, 332d Air Expeditionary Wing, at an undisclosed location on 13 and 14 April 2024. The airmanship and discipline exhibited by Major Coffey and Captain Hester ensured the destruction of a mass aerial attack on Coalition Forces, consisting of over 200 low-altitude threats and 100 ballistic missiles.

As airborne Mission Commanders, they took tactical control of a lane of eight F-16 and F-15E aircraft while battle-managing a 430-nautical-mile-wide area of responsibility. Major Coffey immediately recognized the imminent threat on their air-to-air radar while Captain Hester efficiently confirmed positive enemy identification, and without hesitation, they began to engage the low-altitude one-way attack drones.

Major Coffey and Captain Hester bravely led their four-ship to achieve dozens of shootdowns in complete darkness and extreme proximity to the ground. Noticing an unprecedented number of enemy drones and missiles remaining and available missiles running low, they coordinated for fighter alert launches to bring fresh missiles to the fight. After achieving six air-to-air shootdowns, Major Coffey returned to base, handling a malfunctioning live AIM-120 missile while Captain Hester coordinated to fly another F-15E.

While the base was receiving hostile fire, they continued to demonstrate incredible bravery by leaving the safety of bunkers as the explosions of base defense launches settled in the sky. Hurling themselves into a sky full of air interceptors and ballistic missiles, they were airborne again within 25 minutes. Major Coffey and Captain Hester received directions to snap south and to ignore all near-border operations as they intercepted an additional mass wave of enemy low-altitude aircraft, exhausting all missile employment options to achieve two additional shootdowns. With only an aerial gun remaining, Major Coffey and Captain Hester never stopped fighting.

While Captain Hester tracked a one-way attack drone through the targeting pod, Major Coffey utilized a laser marker and his night vision goggles to aim the 20MM cannon. Diving at more than 500 miles per hour, in unfamiliar terrain and with limited visibility due to low illumination, Major Coffey and Captain Hester accepted significant risk to themselves to ensure mission success. Due to the dangerously close pass while strafing to the explosive drone, they repositioned their aircraft to be an essential Command and Control node.

Recognising that there were no airborne forces positioned to engage most of the remaining threats, Major Coffey coordinated with partner forces to inform them of imminent inbound danger while Captain Hester worked diligently to pass information to the Combined Air Operations Center. Despite handling a second aircraft emergency, they successfully coordinated for partner forces to engage the remaining threats and directed the final US shootdown. Their unrelenting courage solidified a record-breaking eighty air-to-air shootdowns, prevented a major theatre-wide war, and was lauded by the President of the United States. They are accordingly jointly awarded the Grand Master's Award.

### **The Barry Marsden Memorial Award LIFEFLIGHT**

On 7 December 2024, our Communications, Coordination and Control Centre (C3) received a search and rescue tasking call from Retrieval Services Queensland for our LifeFlight Mount Isa-based crew to locate a missing couple in North West Queensland. A friend notified emergency services when the pair had not arrived at Kowanyama as expected. Flooded roads meant Queensland Police Service (QPS) was unable to reach them. The couple had been stranded in the Gulf Country in 40-degree heat for three days.

On that day, the aeromedical crew onboard VH-EHQ, a MBB/Kawasaki BK117, comprised team members: Mark Overton (Pilot IC), Michael Adair (Co-Pilot), Wayne

Clifford (Aircrew Officer), and Andrew Jempson (Queensland Ambulance Service Paramedic).

As LifeFlight's most remote base, the Mount Isa-based crew is acutely aware of the complexities around search and rescues across expansive and hostile desert terrains. This mission was no exception, requiring meticulous planning, courage and team cohesion. The vastness of the search area, difficulties around securing jet fuel, lack of cell coverage, and the conditions the patients were found in made it especially challenging.

After taking off at 8:40 am, the crew had no cell coverage or communications contact until they arrived in Normanton several hours later for their refuelling stop. They were then able to confirm the QPS- nominated triangulated search area based on the couple's last known location and direction of travel.

The pilots' primary consideration throughout was fuel consumption. Fuel stations are limited and not always manned in these areas, which meant keeping an extremely close eye on the fuel gauge. The outback environment was also unfamiliar to Pilot Mike, who had just moved from New Zealand, this being his first ever mission in Australia.

They continued heading north, towards Kowanyama until they hit the road the couple had likely been traveling on. They began their airborne search, all four crew scanning 800 meters either side of the road.

How the rest of the mission unfolded would entirely depend on how quickly the couple could be located. Even if found, the crew were unsure they would have sufficient fuel and weight allowance to take the couple onboard without detouring to refuel again first. Luckily, Pilot Mark soon spotted the man frantically waving, followed by the two SOS signs he'd inscribed in the dusty road.

The crew quickly consulted one another on how best to proceed and all agreed they had enough fuel and space to land nearby. The paramedic treated them on scene for dehydration and exposure. They were then airlifted with their two dogs to Normanton where they received further medical attention.

The couple had lost their car in floodwater after crossing a creek and managed to escape from the sinking vehicle. They endured two terrifying nights in a makeshift shelter with a large crocodile stalking them and their pets. They had been badly attacked by bugs, had no food to eat and were forced to drink muddy river water, which made them sick, and could only manage naps of about half an hour. The pair had accepted they would probably never be found; the relief they felt when they heard the helicopter approach was indescribable.

Overall, the mission covered around 1,090 km over 8 hours, 5 of which were spent flying. Our dedicated teams showed outstanding courage and determination throughout the mission. The rescue was remarkable not only for its success in finding and bringing the couple and their dogs to safety, but also in the resilience and skill shown by our crew members who seamlessly worked together despite the challenging conditions. Without their help, the situation could have ended in disaster. For an outstanding contribution to the preservation of life following a natural disaster, the crew of Lifeflight are recipients of the Barry Marsden Memorial Award.

## **The Master's Medal**

### **1312 FLIGHT RAF and 'RESCUE 1'**

On 22 July 2024, two aircraft of 1312 Flight RAF, and a civil SAR helicopter based at Stanley in the Falklands, 'Rescue 1', demonstrated extraordinary leadership and teamwork during a complex search and rescue operation in the South Atlantic. This combined operation resulted in the successful rescue of 14 sailors from the fishing vessel 'Argos Georgia' which had suffered storm damage and was taking on water 190nm East of the Falkland Islands in extreme weather conditions.

When 'Argos Georgia' issued a distress call, authorities initiated a search and rescue operation involving an RAF A400M Atlas and 'Rescue 1'. The A400M captain and initial on-scene commander, located the survivors and directed the helicopter to maximise its limited time on scene. The vessel was sinking and listing at 45 degrees, with two fully-inflated and one partially-inflated life rafts, and one life jacket (thought to be a person in the water) visible in the water. As 'Rescue 1' arrived on scene, with only a potential 20 minutes on task, the crew were informed by the A400M that the life jacket was empty and so the focus moved to the casualties still on the vessel. 'Rescue 1' positioned in a hover alongside the vessel which had only part of the stern out of the water. The crew could see four people still onboard and clinging to the highest point of the stern. 'Rescue 1' manoeuvred to overhead the stricken vessel but with the deck height fluctuating 30-50 feet within seconds whilst also pitching, the crew decided it was unsafe for both casualties and the winch-paramedic to attempt to board.

The decision was made to reposition to the nearest life raft which was only partially inflated and had three survivors visible. The plan was to establish contact with the life raft, deploy a hi-line, and then the winch-paramedic would detach from the winch cable, place two casualties in rescue strops whilst he controlled any swing from below with the hi-line. This would leave him vulnerable as he would be detached from the aircraft and, ultimately, if there were any malfunctions causing the aircraft to depart the scene, he would be left behind at that point.

With only 10 minutes remaining on scene, on the third attempt to winch to the raft, the winch-paramedic was engulfed by a wave from behind and the life raft was swept away. Having sustained an injury to his neck and shoulder he was recovered to the aircraft, but with only five minutes remaining on scene, an injured winch-paramedic and 190nm return journey, it was apparent that a further attempt on the life-raft was not feasible. The winch-operator then spotted a person floating in the water just ahead of 'Rescue 1' and it was agreed to attempt to recover the casualty. However, on reaching the person, they were unresponsive as a strop was placed around them and during winching to the aircraft they slipped from the strop and fell back into the sea. 'Rescue 1' was now two minutes past fuel endurance and so had to return to Stanley. This left the A400M as the only asset available to maintain oversight and the captain initiated a surface vessel rescue while maintaining visual contact with the life rafts.

On landing back at Stanley, it was apparent that due to on-scene conditions and eastward drift of the life-rafts, a further rescue attempt by 'Rescue 1' that night would be fruitless. Unfortunately, the weather worsened considerably overnight and with 75kt winds, cloud and freezing rain at the surface, it was impossible to launch a subsequent sortie the next day.

As night fell, and nearing the limit of aircraft endurance, the A400M crew co-ordinated a handover with an RAF Voyager aircraft, ensuring all occupied life rafts were located despite stronger-than-anticipated winds and poor visibility. The Voyager had been scrambled from the Falklands to take-over overwatch duties — a role the Voyager was neither designed nor equipped for. On arrival, the Voyager crew navigated severe

turbulence and thunderstorms at low level; a remarkable feat given the Voyager's size and weight. Without night vision and with salt spray obstructing visibility, the Voyager adapted air-to-air refuelling navigation procedures to create an improvised search pattern, ensuring oversight of the life rafts. Through careful crew rotation and effective communication, the Voyager maintained operational focus throughout the nine-hour mission and when the first surface vessel struggled to locate the life rafts due to the sea swell, established communications and guided the vessel to the survivors.

In the face of extreme adversity, the co-ordination between the A400M and Voyager aircraft, with quick decision-making, adaptability to a scenario for which neither aircraft nor crew were trained, and the courage and determination showed by the crew of 'Rescue 1', the crews of all three aircraft demonstrated outstanding leadership, resilience, and professionalism, leading to the eventual rescue of 14 sailors. For their combined actions and achievement in a successful rescue mission, the crews of all three aircraft are jointly awarded the Master's Medal.

### **The Prince Philip Helicopter Rescue Award CREW OF 'RESCUE 936'**

The crew of R936 were tasked at 1542Z to assist Llanberis Mountain Rescue Team (LLMRT) with a casualty reported to have suffered head and spinal injuries following a significant fall in poor weather on the Yr Wyddfa horseshoe.

The sortie was flown day into night with very poor weather, heavy snow showers reducing visibility to less than 1km out of cloud and with substantial cloud down to ground level. R936 routed around Yr Wyddfa to the scene of the reported casualty as quickly as possible. On arrival the crew came to the hover abeam Llyn Llydaw where it became clear the casualty was located on the upslopes in dense cloud cover. Due to the serious nature of the casualty's injuries, the crew elected to ascend the slope despite visibility of mere metres, and in a significant snow shower. Working as a crew, with very limited references, R936 ascended approximately 500ft in cloud and located LLMRT personnel who were in close proximity to the casualty. Maintaining a stable hover, with limited references, the Winch-Paramedic was deployed to the hillside and traversed across a steep hillside in treacherous conditions to RV with LLMRT.

At this point, due to falling light levels and deteriorating weather the crew decided that R936 would land at the base of the cliffs to await a LLMRT stretcher carry down of the casualty before onward transportation. The crew slowly descended in cloud, again utilising excellent CRM and working as a team, to safely get the aircraft out of cloud and to the base of the slope, where they landed on.

It then became clear, after medical assessment by the Winch-Paramedic, that the casualty had sustained severe life-threatening injuries to his head and spine that required immediate evacuation. At this point the weather had gotten worse, with low cloud, and a heavy snow shower now engulfing the area of the Llyn Llydaw. Once the casualty was packaged and carried to a suitable winching site, R936 returned through cloud using a combination of white light and NVG. Ascending a significant slope on NVGs, in cloud and heavy snow required exceptional teamwork and crew coordination. Throughout the rotor tips were in close proximity to the cliff face, and with the potential disorientation from the heavy snow, the crew elected to climb up the slope meter by meter, ensuring safe terrain clearance throughout. Achieving the overhead proved extremely challenging due to the heavy snow and the terrain requiring the rotor tips to be very close to the sheer cliff face alongside the aircraft. This required piloting and winch-operating of the highest standard.

Despite the imminent threat of the need for a flyaway or thickening cloud resulting in a loss of references for the pilot flying, the crew, without any hesitation, agreed to conduct the casualty and Winch-Paramedic recovery, with the intention of a rendezvous with EMRTS at Caernarfon for onward transportation to definitive care. The con from the Winch-Operator was instrumental in keeping the aircraft safe. He not only focused on the safety on the Winch-Paramedic and casualty but provided calm and controlled patten to ensure tip clearances and provided the crew with an outstanding service in near zero visibility and low light levels.

A very slow descent of approximately 700ft in cloud was then required. Again, this was delivered via exceptional CRM and teamwork with the Co-Pilot and Winch-Operator working together to provide patten and clearances to safely descend in zero visibility. The Winch-Operator (under-training), who was on the crew shadowing shift, was also instrumental in giving assurance of clearances from the rockface when descending the hillside and displayed the highest standards of airmanship to assist the crew. Finally, the crew recovered to the area where they previously landed. Unfortunately, the weather had declined further, with low cloud and a snowstorm now engulfing the area. Due the time taken to climb and descend the slope, fuel levels were now low enough to mean a recovery back to Caernarfon was no longer possible.

With visibility just metres, the crew identified the pipeline that leaves the Llyn Llydaw reservoir and drops down into valley east of Yr Wyddfa. Using this as the sole reference, R936 hover taxied along the pipeline, using it as a handrail to descend down the mountainside. Again, working as a 4-man team, CRM, calm and controlled patten and tip clearance monitoring were essential in getting R936 off the mountainside. Once in the valley below, due to further deteriorating weather in heavy snow showers, and limited fuel, R936 was forced to land at a remote farm location, shutdown and await medical support by road. Due to the remote location of the LS no phone reception was possible. As a result, the pilots went on foot to find a local farmer and gain access to a phone. During this period, the Winchman-Paramedic continued to deliver care in the cold, dim and confined space of the shutdown aircraft, whilst the pilots established communication and access for EMRTS support. The casualty was driven to Stoke MTC under the care of EMRTS and R936 recovered to Caernarfon the following morning after the weather cleared.

Without the intervention of R936 it is highly unlikely the casualty would have been recovered quick enough to receive the urgent critical care they needed. A rescue by LLMRT would have been an extremely challenging and lengthy exercise given the location/weather. It would have been highly dangerous for all involved.

In rescuing the casualty from Y Lliwedd the crew of R936 showed great courage and tenacity whilst faced with an extremely challenging situation. They are deserving recipients of 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** – Group Captain Peter Norford

**HONG KONG REGION** – Captain Patrick Voigt

**NORTH AMERICAN REGION** – Elevate Aviation

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# SCHOLARSHIP WINNERS

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

NORMAN MOTLEY (AST) - James MARSHALL  
STELIOS PHILANTHROPIC FOUNDATION - Priyanka GANDHI

## PRIVATE PILOT LICENCE – PPL

AIR BP STERLING CARD - Frederick KINGSLAND  
AIR PILOTS BENEVOLENT FUND - Annabelle DOWSE  
AIR PILOTS TRUST - Hayley JACKSON  
BOB DAWSON (BALPA BF) - Mary STOKELY  
DONALDSON - Kane STANISLAS  
GAVIN SHAW - Andrew POWER  
GRAYBURN - Faith RICHES  
LANE-BURSLEM (BALPA BF) - Basel HAMMOND  
SIR SEFTON BRANCKER (APT) - Matthew THOMAS  
SKYDEMON - Shinji DENNISON  
STELIOS PHILANTHROPIC FOUNDATION - Aaron GEORGE  
STELIOS PHILANTHROPIC FOUNDATION - Alex CORNISH  
WIGLEY (BALPA BF) - Isabelle WONG

## AIR PILOTS GLIDING SCHOLARSHIPS

There were 59 (one week-long) residential gliding scholarships awarded in 2025.

Ellie Alcock	Asad Gondal	Thomas Leviss	Carl Robinson
Haayed Aslam	Matthew Gudge	Setareh Manouchehri	Lucy Rogers
Antoni Bagrowski	Audvik Gupta	Jack Marshall	Sophia Rooke
Barimah Boateng	Shourya Gupta	Shriyam Mehrotra	Owen Shepherd
Paa Kwesi Boateng	Ali Hassnain	Zain Mumtaz	Shiv Sheth
Samuel Bunning	Rajhaan Hayman	Anisa Nabiha	Fajr Shoaib
Isabel Button	Roberto Hayward	Harvey Osborne	Keith Squibb
James Callaghan	Tommy Heys	Yekta Ozen	Thomas Sutton
Alexander Coe	Evan Hughes	Alexander Panto	Charlie Trumble
Alex Dalglish	Despina Ioannide	George Parmigiani	Malachi Wedderburn
Holly Davidson	Ayrik Jahedi	Sameer Patel	Xawery Wisniewski
Isabel Dodd	Adam Joss	Muawwiz Rawat	Kayla Witherall
Matthews Evans	Shreyash Keshari	Katherine Rawlings	Sophie Wonnacott
Olivia Galik	Mia Laou	Jack Reed	Raadin Zanganeh
Amalia Gheorghiu	Olivia Lardner	Darcy Reid Kwei	

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

**CERTIFICATES**

Certificates were awarded (Oct 2024 to Oct 2025) to the following recipients:

**MASTER AIR PILOT**

Lieutenant Commander Graham COOKE	1336
Captain Bradley MACE	1337
Group Captain Malcolm HURMANN	1338
Commander Ian FRASER	1339
Air Commodore Rick PEACOCK-EDWARDS	1340
Captain Anthony BAINES	1342
Captain Stephen NELSON	1343
Captain Peter BOUGHEN	1344
Captain Dacre WATSON	1345
Flight Lieutenant Duncan READ	1346
Angus BARTABY	1347
Major Philip WILKINSON	1348
Captain David DEIGHTON	1349
Lieutenant Commander Mark JONES	1350
Lieutenant Commander David THOMAS	1351
Squadron Leader David WILSON	1352
Captain George GREENSLADE-PALMER	1353
Flight Lieutenant Simon SHIRLEY	1354
Squadron Leader Paul WISE	1355
Air Commodore Kenneth McCANN	1357
Jurgen KRAUS	1359
Flight Lieutenant Christopher GEESON	1360

**MASTER REARCREW**

Alec ASPDEN	1341
Warrant Officer II Diccon GRIFFITH	1356
Warrant Officer II Sam PARKIN	1358

