



THE HONOURABLE COMPANY OF  
**AIR PILOTS**

# **TROPHIES AND AWARDS 2021**

**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.

2021 awarded to: **MARTIN BAKER AIRCRAFT COMPANY LTD**

## 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.

2021 awarded to: **CREW OF 'NZ3301'**

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

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

2021 awarded to: **MAJOR KEVIN ANDERSON AAC**

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

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

2021 awarded twice to: **LIEUTENANT COLONEL ADAM THORNTON USAF**  
**FLIGHT LIEUTENANT MATTHEW DOUGLAS RAF**

### **The Hugh Gordon-Burge Memorial Award**

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

2021 awarded to: **CREW OF 'TALON 42'**

### **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.

2021 awarded to: **CREW OF 'SCHOONER 20' and CREW OF 'MAKO 27'**

## FLIGHT OPERATIONS

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

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

2021 awarded to: **SQUADRON LEADER JAMES SKINNER RAF**

### **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.

2021 awarded to: **FLIGHT LIEUTENANT RYAN STOWE RAF**

### **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.

2021 not awarded

**The Johnston Memorial Trophy**

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

2021 awarded to: **RAF SENTINEL FORCE**

**The Sword of Honour**

Awarded for an outstanding contribution to General Aviation.

2021 awarded to: **STUART McKAY**

**The Myles Bickerton Trophy**

Awarded for outstanding flying achievement in General Aviation.

2021 awarded to: **JOHN STIRK**

**The Hanna Trophy**

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

2021 not awarded

**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.

2021 awarded to: **KELLY LATIMER**

**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).

2021 awarded to: **CAPTAIN RICHARD DANE OBE**

**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.

2021 awarded to: **GARMIN**

**The Cumberbatch Trophy**

Awarded for an outstanding contribution to aviation safety.

2021 awarded to: **TIMOTHY TUCKER**

**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.

2021 awarded to: **CAPTAIN JAMES LOWREY AAC**

### **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.

2021 awarded to: **FLIGHT LIEUTENANT JAMES HOBKIRK RAF**

### **The Pike Trophy**

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

2021 awarded to: **PRIMO LONZARDI**

### **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.

2021 awarded to: **ANNE SOLTOW**

## **COMPANY ONLY**

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

Awarded for meritorious service to the Company.

2021 not awarded

## **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.

2021 awarded to: **FLIGHT LIEUTENANT LAURA ASHLEIGH HAWS RAAF**

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

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

2021 awarded to: **FLIGHT LIEUTENANT GEOFFREY FOX RAAF**

### **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.

2021 awarded to: **ROYAL FLYING DOCTOR SERVICE QUEENSLAND SECTION**

### **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.

2021 awarded to: **SIR PETER JACKSON ONZ KNZM**

## **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.

2021 awarded to: **ARTHUR WILLIAMS**

## Citations are listed in the order of presentation

### CITATIONS

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

##### **MARTIN BAKER AIRCRAFT COMPANY LTD**

Martin Baker is a British family run business, which started as an aircraft manufacturer to become a global pioneer in aviation safety.

Best known for its development of the ejection seat starting with a test ejection in 1945, Martin Baker has delivered over 70,000 seats to 93 air forces worldwide and to date, saved over 7,646 lives. Often not appreciated, the company has also manufactured some 20,000 "crashworthy seats" for 60 helicopter variants, and other fixed-wing aircraft.

In 2000 Martin Baker was selected to develop and deliver the next generation of ejection seat for the F-35 Lightning II programme. In 2020 they will have delivered 180 seats in step with aircraft production. A magnificent achievement on the international stage, and one which thoroughly deserves recognition.

But there is a further dimension – the personal stories from those who have sat on "The Seat" for many hours but living with the confidence that if it "all went horribly wrong" – they could eject. To one who did eject and is with us today, read his comment below:

"Martin Baker is a class act. An ejection seat must work to the very corners of its design envelope. And as history informs it has frequently been used well beyond these limits, and often successfully. But the only way this can happen is for every component of every seat to perform perfectly the first time it is called upon: there is not a second chance or to put it another way – failure is not an option".

This is the strength of Martin Baker: a relatively small, yet highly skilled, and dedicated workforce which consistently produces excellence with hundreds of components working together resulting in a superb outcome: survival. This in turn engenders the total trust pilots have in their Martin Baker seat and affords them the confidence to operate their aircraft to its operational limit in both peace and war. Both the individual pilots (their family) and the country have every reason to be proud of this first-class company.

Martin Baker is a thoroughly deserving recipient of the Award of Honour.

#### **The John Landymore Trophy**

##### **ANNE SOLTOW**

Anne won the Bob Dawson (BALPA BF) PPL Scholarship and completed her training with Synergy Flight Centre.

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

As a result of her personal qualities and professional, competent approach to flying demonstrated during her training for a PPL, Anne Soltow is awarded the John Landymore Trophy for 2021.

### **The Glover Trophy**

#### **CAPTAIN JAMES LOWREY AAC**

Captain James Lowrey commissioned from Sandhurst in 2012 and initially joined the Army Air Corps as an Aviation Support Officer. His diligence and professionalism were key to supporting the 1 Regt AAC move from operating with the Lynx MK9A in Germany to the Wildcat platform at RNAS Yeovilton, UK.

In October 2015 Captain Lowrey began his Army Pilots Course. Throughout the initial parts of his AAC training he demonstrated exceptional levels of commitment and skill and was recognised as the 'Best Student' and 'Top Tactics Student' on the testing Operational Training Phase (OTP). This phase included the basic, advanced, and tactical elements of flying training and culminated in the award of Army Flying Wings.

Recognising his previous flying training attainment, Captain Lowrey was offered his first-choice aircraft type - Apache. Amongst his peers on the course he was seen as the standout leader and was the natural choice for the chain of command to select as the course leader, a role that proved his exceptional communication skills with his peers and instructors as the course progressed.

Capt Lowrey's range of attainment cannot be underestimated. The Apache Conversion to Role (CTR) course has a demanding syllabus that requires a deep knowledge of Army tactical doctrine and integration with land forces. Given the scope to which the UK Apache helicopter can be employed by the British Army, the elements of the course range from smaller scale counter-insurgency mission sorties to divisional peer-on-peer scenarios with complex Air Defence and Electronic Warfare (EW) overlays.

Most impressive of all was Captain Lowrey's performance on the CTR final exercise, which included mutually crewed test exercise sorties. Through his excellent CRM and honed skill in his weaponeering, he was able to apply himself with great effect, bringing out the best in each of his Patrol members. Capt Lowrey's performance on CTR was outstanding and by no means typical of the usual output standard. This strong performance was recognised in his closing CTR report which recommended that he should be fast tracked to his Combat Ready check and in due course instructor training. His personal achievements combined with his ability to lead, motivate and develop fellow candidates has defined a unique and exceptional performance during Apache CTR and is worthy of recognition by award of the Glover Trophy.

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

#### **ARTHUR WILLIAMS**

Arthur Williams started training as a Royal Marine in 2004. He received the coveted green beret, proving he was capable of achieving anything he wanted to. Unfortunately, in 2007, he suffered life-changing injuries in a car accident and was not able to ever walk again. After re-learning many life skills, he wondered what he could then do with his life and that is when, through his love of flying, he came across the charity Aerobility...where he gained his private pilot's licence. It was around that time that he also discovered his love of sport, particularly wheelchair racing. He applied to be a presenter for the Paralympic games on Channel 4 and after interviews, screen tests and training, he found himself broadcasting live for the Paralympic games in 2012. The

team won all the industry-leading awards including BAFTA, RTS and Broadcast. Following his success, Channel 4 offered him the chance to cover more sports and events.

Arthur received his first specialist factual commission and presented an hour-long film on the De Havilland Mosquito, called 'The Plane that Saved Britain'. For this, he was nominated for a Grierson award for 'Best Documentary presenter'. As the programme was so successful, the channel then commissioned a three-part series entitled 'Flying to the Ends of The Earth', which was recommissioned in 2016. This focused on aviation as the common link between communities living in incredibly isolated locations.

He has since presented a four-part series called Flying Across Britain. This concentrated on General Aviation in the UK as he wanted to celebrate the sport and community that he had fallen in love with. He presented a very positive view of flying in Britain, exploring the network of airfields and military history.

He has now presented summer and winter Paralympic Games, Athletics Championships and appeared in a host of documentaries and news programmes. Arthur also helps promote Embraer's new jet airliner and he travels the world, broadcasting live and creates promotional content for the company. He has also been a guest commentator for The Blades Aerobatic Team on the British airshow circuit.

When he is away from the cameras, he flies his modified 1943 Piper Cub aeroplane from his base in rural Worcestershire. Despite his injury, he has combined his love of flying with an enthusiasm for broadcasting. Arthur Williams is an inspiration. He is entertaining and challenges the norms and changes people's opinions.

His work is rightly recognised by the Hugh Field Memorial Award for Aviation Journalism.

### **The Pike Trophy PRIMO LONZARDI**

Primo Lonzardi is a legendary flying instructor and examiner around the North West of England, and beyond. Having migrated to the UK from Italy in 1970, he has spent the last 50 years flying light aircraft, instructing and examining at various locations around the UK. He is a man of few words and would never talk about his incredible career and achievements. What we do know, however, is that he has instructed at Oxford, Humberside, Sleaford, Woodvale, Barton, Manchester International and – for the last 24 years – at Liverpool John Lennon.

Over the years, Primo continued to add to his instructor and examiner qualifications. Countless of today's airline pilots were taught by Primo on the journey to their present career along with the hundreds of GA pilots who were introduced to the wonders of flight by his passion.

The course he is most famous for teaching is the Flight Instructor Course. He has a unique style of teaching which is charming and relaxed. This is probably why everybody loves to fly with him as he makes the whole experience a pleasure.

Having amassed tens of thousands of hours of flying experience, all in light aircraft, he must be one of the most experienced light aircraft pilots in the UK – if not the world. Despite his experience, he always moves with the times and is passionate about embracing new ideas and new methods. He will always provide nuggets of extra

knowledge and tips to the people he flies with, so that even experienced pilots always feel more knowledgeable after a flight with Primo.

Today, he continues to delay a well-earned retirement and can be found still travelling around examining new and existing Flying Instructors. His love of teaching, examining and flying light aircraft meant he turned down a more financially beneficial career in the airlines many times which has been to the advantage of the GA community and world of instructing.

Primo has been part of the Honourable Company of Air Pilots' Instructors' Working Group for many years and has contributed hugely to the development of the PPL Flying Instructors' Guide, Teaching Navigation document and Teaching Stalling document, which are still available on the website. He is a stalwart of general aviation and flying instruction in the UK and is an extremely worthy recipient of the Pike Trophy.

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

#### **FLIGHT LIEUTENANT RYAN STOWE RAF**

Flight Lieutenant Ryan Stowe is an exceptional young pilot currently serving on 18 (Bomber) Squadron at RAF Odiham. His extraordinary contribution to Chinook Force operations in a relatively short space of time is highly impressive. Stowe's contribution to combat operations sets him apart from his peers. With multiple 'OP Shader' and 'OP Newcombe' deployments to his name, Stowe has dedicated a significant proportion of his career to date to overseas duties.

At 28, he was one of just two aircraft captains trusted with the initial UK-French integration. Sent forward from Niger to Mali, he set about integrating Chinook heavy lift into the French Groupement Tactique Desert - Aerocombat (GTD-A). His efforts were so effective across the domains of tactics, air safety and command and control that the Chinooks were ready for operational tasking within just 48 hours after arrival at Gao. These first missions included transporting a new lorry axle to a beleaguered French convoy - a task personally briefed by the then PM Theresa May to the President of France during talks about the early success of the deployment.

On his last tour of Mali in early 2020 he was the Deputy Officer Commanding 1310 Flight, displaying outstanding managerial and leadership skills to deliver record operational output in support of the French. His humility, affability and compassion were also key components in helping to keep 94 UK personnel focused during a demanding and uncertain period following the initial outbreak of Covid-19.

Stowe has led multiple exercises at home and abroad. An outstanding example was his delivery and execution of 'Ex Wessex Storm' in December 2020. His mission was extremely challenging – to put an entire Battle Group from 16 Air Assault Brigade into multiple assault positions in one single wave of helicopters, something that had not been rehearsed for many years. This 21-ship Air Assault mission, comprising of multiple types of aircraft from the RAF and Army was the pinnacle of the training year. Despite Stowe's relatively junior status and age, he was appointed as the Mission Commander and as such showed extraordinary levels of capacity and leadership. It is hard to overstate the immaculate attention to detail and coordination he demonstrated throughout. As a result, the largest single Rotary Wing lift of the British Army was executed immaculately by this impressive young officer.

This year, in addition to preparing A Flight for another tour of Mali, he is co-ordinating a multi-ship flypast for the Chinook 40<sup>th</sup> Anniversary. He is also raising several hundreds of pounds for charity through a prostate cancer charity bike ride. A young officer whose

devotion to others and drive for excellence is insatiable, and richly deserving of recognition by the award of the Grand Master's Medal.

### **The Johnston Memorial Trophy RAF SENTINEL FORCE**

Sentinel was introduced into Royal Air Force service with V (Army Co-operation) Squadron in 2007 before flying its first operational mission in 2008 on 'OP Herrick' over Afghanistan, offering clear and timely understanding of the ground environment through an airborne stand-off radar capability. Sentinel has repeatedly surpassed commanders' expectations, earning itself a unique place in the UK's military contribution to warfighting and peace support operations around the world, including in Europe, Libya, sub-Saharan Africa, Iraq and Syria.

In January 2021, Sentinel flew its final deployed operational sortie from Cyprus on 'OP Shader' – the UK's contribution to the Counter-Daesh Coalition in Iraq and Syria. Writing on the occasion of its withdrawal, the UK's Chief of Joint Operations, Vice Admiral Sir Ben Key, cited Sentinel's invaluable life-saving contribution to operations, adding, 'Right to the end of its commission, V(AC) Squadron has been a constant among my deployed Force Elements. It is a record to be proud of.' The Commander of the United States' 9th Air Force and Air Force Central Commander, Lieutenant General Gregory Guillot, also commended Sentinel, remarking that, 'Sentinel has been a vital RAF contribution to Coalition operations...providing tipping and cueing for potential threats across the Levant, Libya and Mali.'

Coinciding with much of the Force's deployed time on 'OP Shader', Sentinel aircraft maintained a relentless programme of strategic reconnaissance missions for NATO on the Alliance's eastern flank, flying from RAF Waddington. Tasking accelerated as the aircraft approached its 2021 retirement, its radar precisely picking out the displacement and identities of naval, air and land-based units in all weathers. It was a fitting finale for a capability that had earned its spurs in the skies over Afghanistan; having innovatively mapped the dreadful flooding in England in 2007; provided vital intelligence during intense air operations over Libya; and, in response to the kidnapping of the Chibok schoolgirls in Nigeria, and in order to counter the uprising of Violent Extremist Organisations in the country, deploying and subsequently mapping the whole of Nigeria within 10 sorties using its airborne radar – a unique effort of intelligence collect while accomplishing UK diplomacy.

By any standard, Sentinel's achievements have been consistently remarkable. With an unmatched serviceability record, it has flown over 32,000 hours in almost 5,000 sorties, the majority being on operations.

Underpinning the Squadron's successes have been the tireless endeavours of all those involved in the Sentinel Force, from support elements at RAF Waddington and Defence Equipment and Support, to the unstinting assistance of Raytheon Systems Limited. Aries Flight within 1 Intelligence Surveillance and Reconnaissance Wing merits special mention. For years, it has played a pivotal and equal role with V(AC) Squadron in exploiting Sentinel's output, providing a forensic view of the data significantly enhancing the output of the Squadron and complimenting the near-real-time analysis provided by the mission crew.

In recognition of its unparalleled contribution to Royal Air Force, NATO and Coalition operations over the past fourteen years, the Sentinel Force is awarded the Johnston Memorial Trophy.

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

#### **SQUADRON LEADER JAMES SKINNER RAF**

Squadron Leader James Skinner is responsible for implementing and monitoring policy, tactics and standards that lead to the safe and operationally effective execution of Typhoon operations. Through syllabi of his design, he is responsible to the RAF Combat Air Force Commander for assuring RAF Typhoons are ready and capable to conduct the myriad of Air Power roles of which the Typhoon is capable.

Since 2018, Typhoon's overall capability has increased with the arrival of new weapons including the Meteor air to air missile, Storm Shadow cruise missile and Brimstone 2 air to surface missile. Noting the concomitant increased workload and complexity for single-seat pilots, Skinner has revolutionised Typhoon training. From ab-initio conversion to advanced qualifications he has introduced a single training continuum for teaching, briefing and assessment as well as re-balancing mission focus between live flying and simulator training, to optimise the gains derived from each environment.

In the live flying environment, he has moved the Force away from planning-heavy 'scenario-based' live flying training, towards a focus on core fighter pilot skills transferrable to any threat environment. This includes an innovative 'Tactical Intercept' philosophy, which drills pilots in the core weapon and tactical skill sets through high-tempo evolutions, thus increasing training for the same amount of resource. The focus of these evolutions are skills that cannot be adequately replicated in the simulator such as high g-force, dynamic serials, such as air combat manoeuvring.

In tandem with this new Tactical Intercept philosophy, the focus of simulator work is now on those aspects of air fighting that are harder to generate efficiently in the live environment. Beyond Visual Range work with multiple and scalable threats feature heavily. Skinner has also led his team to generate a synthetic syllabus which offers more flexibility to squadron commanders, allowing them to port more of their preparations towards NATO Very High Readiness status into the simulated environment, thus maximising training opportunities where live resource may be limited. These marked changes better exploit the two training environments has been embraced by Squadron Commanders who testify that this new approach to training has significantly increased tactical proficiency at the Frontline.

As a result of Skinner's innovative approach, the Typhoon Force has undergone a significant training mindset shift, shortening time to Combat Ready status whilst simultaneously improving the lethality of frontline pilots. His skilful use of training resource also embraces the ethos of the RAF's Astra campaign to build a Next-Generation air force. Universally respected by his peers and seniors as a humble, approachable and capable pilot, Skinner typifies the qualities the Royal Air Force seeks in its Qualified Weapons Instructors. His performance in his role as Staneval has been exceptional and he is accordingly awarded the Sir Barnes Wallis Medal.

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

#### **FLIGHT LIEUTENANT LAURA ASHLEIGH HAWS RAAF**

Flight Lieutenant Haws is an Engineering Staff Officer within Headquarters Air Combat Group, currently supporting F/A-18F Super Hornet and EA-18G Growler maintenance, logistics and engineering for Number 82 Wing at RAAF Base Amberley.

Currently, her primary role is to oversee the Fleet Management of the inventory of 35 Super Hornet and Growler aircraft. She is responsible for overseeing the scheduling of maintenance and modification for the fleet of aircraft, engines and associated components, including the planning of activities, allocation of resources, and liaison

with operators (aircrew) and contractors to ensure availability of aircraft is maximised. The maintenance schedule for the aircraft is a complicated mix of both calendar- and usage-based, and is highly dynamic based on changing demands for usage, additional modifications and changes, and a substantial range of unscheduled work that leads to a constantly changing program of work.

As an engineering staff officer in 2020, Flight Lieutenant Haws was involved in a large range of engineering tasks and projects aimed at supporting the operating squadrons, through maximising their ability to generate operating aircraft. These tasks and projects required the exercising of leadership, direction, planning, problem solving and close liaison with a range of stakeholders. They are non-trivial tasks relating to system improvement, or correcting deficiencies, in order to support the more effective delivery of air combat capability in support of the RAAF and Australian Government objectives.

In 2020, Flight Lieutenant Haws was responsible for the delivery of a number of significantly different but equally impressive tasks that had substantial, tangible outcomes for the ability of the operating squadrons of Number 82 Wing, that generated capability and delivered air power effects.

The first of these tasks was the development and implementation of a Wing Deployment Planning tool, which filled a void in exercise and deployment planning that had existed for many years. This tool, developed on her own initiative and in much of her own time has dramatically streamlined the preparation process for the supporting of flying exercises and deployments.

The second was the establishment of a centralised tool store entity within the Wing, allowing for the more efficient and effective central management of the finite support and test equipment and tooling assets held by the wing, making better use of the resources held and provision of support for maintenance and engineering

The third was the coordination of a detailed and thorough risk assessment into aircrew use of an integral boarding ladder on the Wing's aircraft, which had been unused to the point of itself posing a hazard through unfamiliarity on the part of the crews. Her approach showed great understanding of risk and risk management, of legislative requirements, and of novel approaches to problem solving.

Flight Lieutenant Haws is a promising, capable young officer. Throughout 2020, numerous members of the Super Hornet and Growler community - aircrew, maintenance and contractor – praised her exceptional engineering and leadership skills. Consistently, praise of Flight Lieutenant Haws has focussed on her exceptional competence in role and her ability to interact with others. Colleagues cite her emotional intelligence and her ability to engage with others in a manner that achieves results through collaboration, cooperation and mutual respect. Flight Lieutenant Haws consistently engages the right people from the right organisations, reaching out beyond engineering into logistics and operational workforces to ensure all stakeholder needs are considered.

Flight Lieutenant Haws engenders the respect of subordinates through her personal demonstration of genuine concern for their well-being. She communicates confidently, openly and warmly and in doing so generates great rapport with her colleagues, leading to better outcomes developed in a harmonious and cohesive work environment. Her deep and considered thinking about problems and her outstanding support to aviation outcomes is commendable and is awarded the Grand Master's Australian Medal.

**The Australian Bi-Centennial Award**  
**FLIGHT LIEUTENANT GEOFFREY FOX RAAF**

Flight Lieutenant Fox is a specialist aircrew officer and flying instructor of the highest calibre. His dedication to pilot training and standardisation whilst flying the 737-Boeing Business Jet at Number 34 Squadron have upheld the exacting standards required in the provision of VIP transport in support of the Government of Australia.

Flight Lieutenant Fox joined the Royal Australian Air Force in 1987 and graduated from the Australian Defence Force Academy in 1989. He completed his pilot training in 1991 followed by operational tours on Falcon 900 and P3C Orion aircraft. In 1998, he graduated from flying instructor course followed by instructional tours at Number 2 Flying Training School and Central Flying School flying the PC-9A.

Achieving Squadron Leader rank in 2000 and Wing Commander in 2007, Flight Lieutenant Fox completed postings at Number 34 Squadron and various executive roles culminating in Command of Number 33 Squadron.

Returning to his passion in 2013, Flight Lieutenant Fox successfully gained a Specialist Aircrew posting at Number 34 Squadron accepting responsibility for pilot check, training and standardisation on the 737-Boeing Business Jet whilst also serving as an on-call line captain. The Specialist Aircrew role is designed to retain corporate knowledge guarding against routine Military posting cycles; Flight Lieutenant Fox has achieved this and continues to provide exemplary service in this role.

Flight Lieutenant Fox has been instrumental in the development of 737-Boeing Business Jet orders instructions and publications, and the training syllabus across all upgrade steps. Underpinning pilot training is excellent corporate partnerships, and another of Flight Lieutenant Fox's roles has been to foster and develop industry provision of Flight Simulator training. He recently proved his finesse in this area, transitioning to a new simulator training provider brought about by financial pressure within the airline industry due to the pandemic.

Flight Lieutenant Fox achieved several career milestones during 2020. He has accumulated the highest number of 737-Boeing Business Jet flying hours of any Royal Australian Air Force pilot and also became the first Royal Australian Air Force pilot to achieve the coveted A-Category Captain rating on the 737-Boeing Business Jet. In addition, Flight Lieutenant Fox has achieved qualifications as a Flying Instructor Category Assessor and Senior Instrument Rating Examiner. These allow him to assess flying categories for flying instructors/examiners on behalf of the Central Flying School. This rare in-house capability proved essential to maintaining VIP transport capability across both 737-Boeing Business Jet and Falcon F7X types during recent domestic travel restrictions.

Always respectful and highly respected, Flight Lieutenant Fox possesses a natural talent as an instructor and mentor. His dedication to the provision of VIP transport training and standardisation are of the highest order and in keeping with the traditions of Number 34 Squadron and the Royal Australian Air Force. He is the deserving recipient of the Australian Bi-Centennial Award.

**The Captain John Ashton Memorial Award**  
**ROYAL FLYING DOCTOR SERVICE QUEENSLAND SECTION**

The Royal Flying Doctor Service Queensland Section (RFDSQ) transported 11700 patients in the last calendar year, logging just on 28200 flight hours for the period. From eight bases in Queensland, the area of operation encompasses Remote and Regional

Australia with operations to unimproved surfaces; including road landing sites, as well as International Airports.

The Flight Standards Team of seven personnel, led by the Manager Flight Standards Warren Schmitt and oversighted by Head of Flying Operations (HOFO) Shane Lawrey are responsible for Flight Standards, including CASA Licensing requirements to meet the obligations and Aviation Standards for the organisation under the auspices of Air Operator Certificate CASA.TAAOC.0060-23.

To manage the risks, associate with single pilot operations in high performance turbo prop aircraft, in 24/7 aeromedical operations, the RFDSQ Pilot group participate in a robust training and checking regime. Each Pilot is subject to the following on an annual basis:

- 1 week of training and checking, twice yearly (nominally at 6-month intervals) themed on safety data from the RFDSQ Safety Management System (SMS) data and/or sector risk profiles.
- An in-aircraft night check consisting of a minimum of 3 sectors and night circuits at a “blackhole” aerodrome with 1 instrument approach on return.
- An in-aircraft route proficiency check conducted on a rostered shift assessing aeromedical tasking standards
- A Cabin Safety day, including theory, practical training and assessment of emergency procedure standards.
- Human factors training integrated with other disciplines based on themed SMS trends for the sector.
- Aviation and RFDSQ specific online recurrent training/testing.

The Flight Standards Team have also assisted implementation of the following operational improvements delivering efficiencies, safety outcomes and best practice aviation standards in a complex aeromedical environment:

- Introduction of RVSM approval to the Kingair fleet with ongoing crew simulator training and checking.
- Introduction of Performance Based Navigation and LNAV/VNAV APV capability with associated training and checking systems.
- Duplicated navigation and surveillance avionics systems with no single point of failure by design.
- Assisted the RFDSQ to achieve International Standard for Business Aircraft Operations (IS-BAO) Stage 1, 2 and 3 in consecutive accreditation cycles. RFDSQ became the first dedicated aeromedical provider in Australia to achieve level 3 in March 2021 having worked for 6 years previously achieving levels 1 and 2. The International Business Aviation Council is headquartered in Montreal Canada and monitors and conducts audits worldwide. To achieve level 3 accreditation the highest aviation safety standards and the culture within the organisation must be of the highest order.
- Maintains the CASA approved CAR217 Training and Checking System as well as the CASA Part 141 Training Organisation.
- Operationalised the B350 type transitioning the RFDSQ and its Pilot cohort to greater than 5700 kg air transport operations.
- Introduced integrated human factors training for staff and crew interacting with front line operations.
- Rationalised the RFDSQ fleet achieving an all multi-engine turbine fleet of B200 and B350 Kingairs.

- Transition the RFDSQ Training and Checking from all in-aircraft to an integrated simulator and aircraft model.

The RFDSQ has been in operation for 92 years and the above accomplishments have positioned the organisation as a world class Aeromedical provider serving the Queensland and Australian Community.

For an outstanding contribution to flight standards and aviation safety within Australia, the Royal Flying Doctor Service Queensland Section and its Flight Standards Team is awarded the Captain John Ashton Memorial Award.

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

#### **SIR PETER JACKSON ONZ KNZM**

Sir Peter has long had a deep interest in the history and commemoration of the seminal event of the twentieth century, The Great War. Over many years he has gathered a substantial collection of memorabilia including weapons, uniforms, flags, military decorations and other artifacts. In the late 1990s his interest extended to aircraft of the period and he acquired a reproduction Sopwith Camel, that would become part of a major collection of over 50 aircraft. Sir Peter's company is known as The Vintage Aviator (TVA).

The TVA aircraft (and those of other collections) are now the only physical link to the first aerial conflict in history. In this way the collection has become 'living history', not just in the appearance and sounds of single aircraft in flight, but the multiple sights and sounds of larger formations and tactical scenarios.

Sir Peter has created a remarkable contribution to World War One knowledge through TVA which is now a Wellington and Masterton based aircraft restoration and manufacturing company. Its primary aim is 'to build WWI aircraft, engines and propellers to the same exacting standards to which they were originally made over 100 years ago'. They make both airworthy and static aircraft for museum display and private collections. Their engineers look after, and operate, the World War One aircraft. In terms of numbers of aircraft and quality of craftsmanship, it is a reasonable assertion that TVA is the finest collection of WWI aircraft in the world.

The level of detail and reproduction of these machines is truly inspiring. Through Sir Peter's efforts there have been numerous World War One aircraft recreated and rare aircraft that have been returned to airworthy status. The majority of aircraft manufactured since 2008 have been constructed to painstakingly accurate detail using original materials and are powered by original or recreated original engines. It is entirely appropriate to describe these aircraft as 'late build originals'. A number of other aircraft are genuine time capsules from 1914-1918 including an Avro 504, BE2f, Bristol Fighter, Sopwith Camel and Hanriot HD-1. These latter aircraft are priceless.

Sir Peter not only collects World War One fighter planes, he has also safeguarded their future. Many of these planes had wooden frames covered in cloth, so it can be difficult to find surviving models that are still capable of flight. By using blueprints to create replicas with acute precision and historically accurate materials, Sir Peter has managed to create new aeroplanes for his collection that are still authentically vintage. Furthermore, he has also allowed, at his own cost, the skills that built these aircraft to be taught to a new generation of restorers which will ensure that this knowledge is not lost.

Sir Peter is an exceptional person, with an incredible passion for World War One aircraft. He has, almost single-handedly, pioneered the resurgence in interest in both World War One (note, his World War One colourised film 'They Shall Not Grow Old') and World War One aircraft. Sir Peter's purpose for the collection is to recreate and commemorate history and to display it to the general public. In its flying weekends the collection trains individuals in the skills in flying and maintaining WWI aircraft and develops its overall ability to participate in aviation events as required by the owners. These aviation events may be small-scale for visitors, collectors and potential customers or large-scale events such as major airshows. The collection is also used for film, TV or commemoration display purposes.

It is without doubt, that were it not for Sir Peter, many of these aircraft would be lost to time and numerous museums around the world, including the RAF Museum, would not have examples on display. Aviation enthusiasts worldwide owe Sir Peter a debt of gratitude, as were it not for his passion for War World One aircraft and his desire to see these aircraft viewed by future generations, many of these historic aircraft would not exist. Sir Peter has taken his passion and created a legacy that all those with an interest in aviation should be proud of.

For his outstanding personal contribution to New Zealand and vintage aviation worldwide Sir Peter Jackson is awarded the Jean Batten Memorial Award.

### **The Sword of Honour**

#### **STUART McKAY**

Stuart McKay was founding secretary of the de Havilland Moth Club (DHMC) and is a world acknowledged expert on the de Havilland Tiger Moth, especially with relation to its history. Stuart, having founded the DHMC in 1975, is still the club secretary in 2021, a period of 46 years' service to the club.

Stuart learnt to fly at White Waltham in 1963. From 1966 to 1969 Stuart built a Jodel D.9. Bébé registered G-AVPD, which first flew on the 14/06/69. In 1971, Stuart purchased an ex-Tiger Moth glider bug F-BGJE from France, which was brought by road to England. However, restoration of what is now Tiger Moth G-AZZZ was not completed professionally until 1998. This was due to Stuart's commitment to the running of the DHMC taking priority.

This commitment includes the organisation of Moth gatherings, which were previously held at Woburn Abbey and continue to this day, obviously restricted by the pandemic. These events give much pleasure to many people as a living history of aviation. Stuart goes out of his way to encourage all with an interest in the Tiger Moth, to be welcomed as members of the DHMC.

By the organisation of the charity flying weekends, Stuart enables anyone, especially young people, with an interest in flying and vintage aircraft, to have flight experience in the Tiger Moth. Many from this first flight, with the help of the DHMC, have become pilots over the years.

Stuart also encourages young engineers to learn the skills and knowledge required to keep vintage aircraft flying, as without such skills, such aircraft would cease to fly. Stuart is editor of the Moth magazine. The magazine is circulated worldwide. It is a well-researched and informative magazine, containing a vast range of safety, maintenance, and engineering data, where to get spares for the Tiger Moth and the histories of specific aircraft. This information, the main source being Stuart, with his vast knowledge of the type, in no small way contributes to keeping Moths flying worldwide.

Stuart is very modest in his aim to keep the Tiger Moth flying as long as possible, the type first having flown in 1931. Many were the Battle of Britain pilots who trained on the type. Regardless of any question on the Tiger Moth put to Stuart, the reply is always friendly and helpful in its manner. This supports the aim of the DHMC in gathering together the pilots and owners of the Tiger Moth to promote its longevity and knowledge and enjoyment of the type. Whilst each owner, pilot, engineer and technical advisor is essential in keeping the Tiger Moth in the air, with equal importance, none would deny Stuart's vast contribution to this aim worldwide.

Stuart is the author of books about many de Havilland Moth types, including The de Havilland moth DH60, De Havilland Moths in Detail, Tiger the DH82 Tiger Moth and Tiger Moth, thus proving his being a world acknowledge expert on the type.

The part played by Stuart in coordinating bulk manufacture of obsolete parts for Moth aircraft can in no way be underestimated. These parts are sold on at discount rates to Moth owners, thus ensuring the Tiger Moth and other Moth types worldwide may keep flying for as many years as possible.

From organising the first Moth types' rally on August 22<sup>nd</sup> 1976, at Little Gransden, Bedfordshire, to the Covid-cancelled 100<sup>th</sup> de Havilland gathering birthday celebration at the Shuttleworth Museum, Stuart's effort and commitment to the cause of keeping the Tiger Moth flying has been extraordinary to say the least.

This effort has been helped by all the other DHMC members to make the events a success. These other members have nothing but appreciation for all he has done for their particular field of aviation. There are too many instances to recount with regard to Stuart's help to Club members, always done in a helpful and friendly personal manner, and with genuine modesty toward his own expertise.

During the current pandemic restrictions Stuart has kept members enthused, owners and pilots of all Moth types worldwide, with history of aircraft, latest restorations of type, attempted parts scams and safety information etc. This in no small way gives vintage aircraft owners and pilots the information required to operate in a safe and knowledgeable way to the benefit of all.

There can be no doubt about Stuart's contribution over many years to the field of aviation. Stuart is a true gentleman, whose enthusiasm toward aviation is infectious. In recognition of his work, he is awarded the Sword of Honour.

### **The Myles Bickerton Trophy**

#### **JOHN STIRK**

John Stirk took his first flight, aged 10, in 1947, in a BA Swallow and joined the ATC three years later, progressing to Sergeant. Age 15, as an Air Cadet, he flew in a B29 down the Mall – practise for the Queen's Birthday. At 16 he went solo and applied to join the RAF as a pilot. Because of his age he was offered Navigator and was invited to return a year later, by which time he was enrolled on an engineering apprenticeship.

In 1959, he became a founder member of Doncaster Gliding Club, without a site or gliders. In 1983 John oversaw the move to Burn airfield where he was Chairman for 14 years. He was a committee member at both clubs until 2010.

In July 1960 he started instructing in Gliders, becoming CFI in 1964, and continuing until 1976. From 1975 he was training instructors and in 1978 he was appointed Senior

Regional Examiner. Until May 1989 he conducted 53 Instructor Rating Tests and examined for motor glider licences and renewals at nine gliding clubs.

On Sept 10<sup>th</sup> 1967 he opened the Finningley air display, performing aerobatics in a Skylark Glider from 700 feet. He opened Finningley again on Sept 14<sup>th</sup> 1969 performing aerobatics in a K6 and again in Sept 1970 in a K13. Having completed his PPL in March 1969, he began aero- towing Gliders in the Condor, and in 1978 he began instructing Motor Glider PPLs.

John has always been keen to promote gliding and encouraging people to gain confidence in their own ability while working together with others. He formed an alliance with the NCB, and Sheffield University, teaching apprentices and students to fly. John has always supported the young and old. He pushed for reduced fees for these groups and, as a result, the club attracted more youngsters, some of whom went on to fly in the RAF or became commercial pilots, one became an air traffic controller while some were happy just to fly and enjoy the friendship that being in a club can give. Some used skills they didn't know they had but had learned them at the club and used those skills in their career. Older members learned new skills in retirement and took on management roles.

As CFI he attended meetings countrywide and organised training sessions at various clubs. He also visited clubs on behalf of the BGA to check operation, run courses etc. He also attended SRE and BGA meetings. All this was at great expense in time and money, never claiming fees or expenses. He wanted to promote his love of gliding wherever and whenever he could.

John resigned as gliding instructor in 2019 but he is still flying and has just passed solo again for flying in Gliders. He has flown 61 different glider types, with a total of 3562 hours 56mins. Total launches 11,304 - most of those were giving instruction, plus 980 hours 25 mins Power flying in 11 aircraft types – including glider towing.

John Stirk is a remarkable aviator, administrator and instructor, who has selflessly given so much to help so many hundreds of people achieve their dreams and fulfil their previously unknown potential. He is a thoroughly deserving winner of the Myles Bickerton Trophy.

### **The Derry and Richards Memorial Medal**

#### **KELLY LATIMER**

Kelly is a former USAF pilot, having served over 20 years in the military as a pilot and test pilot. She flew operationally on C141, as a pilot and instructor, as well as instructor on the T38, prior to attending Test Pilot's School (TPS). She then went on to fly and evaluate C-17 and C141 as a test pilot, following that tour with an instructional tour at TPS. Following 9-11 Kelly returned to operational flying and flew C-17s operationally in Iraq and Afghanistan, before returning to Command the 418th Test Squadron at Edwards Air Force Base, California.

Kelly left the military to fly for NASA on modified Boeing 747s, before moving to Boeing as the Chief Test Pilot for C-17 as well as flying all the other "heavy" commercial and military aircraft there. She now works for Virgin Galactic out of New Mexico where she has flown the White Knight Two (Carrier aircraft for Spaceship 2) and is Chief Test Pilot for Virgin Orbit, a modified Boeing 747-400 carrying the LauncherOne under the port wing.

Kelly has over 6800 flying hours in more than 50 different types and is a distinguished Test Pilot and leader as exemplified by her military and civil achievements. However,

this year she was instrumental in leading the LauncherOne team from the early initial design and operational phase, through to Virgin Orbit's successful rocket launch of 10 mini cubesats into orbit in January of 2021. She is considered by her peers to be an outstanding aviator and manager and an inspiration to the team who work for her. Women, worldwide, will be inspired by her achievement and for her effortless skills in leading teams to integrate, taking programmes through to completion with safety as a prime prerogative. Kelly Latimer is a very worthy recipient of the Derry and Richards Memorial Medal.

### **The Eric 'Winkle' Brown Memorial Trophy CAPTAIN RICHARD DANE OBE**

An enormously experienced pilot and leader in aviation, Captain Richard 'Tricky' Dane has amassed over 8000 hours flying with 6000 hours as pilot in command on 27 types ranging from single and multi-engine Rotary and Fixed Wing including Tiltrotor aircraft. His 37-year aviation career (1984-present) spanned operational, instructional, examining and test and evaluation roles. It was his work in senior management positions in Royal Navy and Commercial Aviation however, that saw the results of his exceptional ability in influencing aviation processes for the better. He was a force for good in all areas of aviation - training, test, safety, standards and assurance.

A gifted pilot, Dane's knowledge base has been a cornerstone of his reputation, his phenomenal grasp of regulation, law and procedure always stood him well apart from his peers. Selected to become an instructor early in his career he was selected to fly in the coveted Royal Navy Sharks Display Team.

Follow on tours saw Dane as the youngest ever A2 qualified instructor and rated Exceptional by Central Flying School assessment. Inevitably he was a member of the prestigious Naval Flying Standards Flight, or 'Trappers'. Dane was then selected for Service with the USN and USMC where he swiftly converted to the SH60B, R and S and became a revered instructor on all types. Work within VX-1 and HMX-1 saw him migrated to the embryonic MV22 Trials Team as test pilot and director. He personally oversaw the first tactical and training manual for the USMC/USAF. Such was his contribution within the project that he was awarded the Meritorious Service Medal for Exceptional Service by the USMC having driven the project to an operational stance and operated from sea for the first time. On return to the UK, he was also awarded the MBE for services to Military Flying.

He led the development of embarked flying procedures for Merlin in its inaugural and challenging embarkations in HMS Ark Royal and RFA Fort Victoria. Not only that but his documented development of Aircraft Flying Guides and amendment to pave the way for the aircraft in operational achievements in the Gulf War and in Deployed Operations. Current documentation still has Dane's fingerprints on it nearly 20 years later!

In Command, he took 820 NAS and the Merlin to full operational capability in deployed operations from the Baltic to the Arabian Gulf. He then led 824 Squadron, the largest Squadron in the Royal Navy to previously unattained levels of performance, with outstanding results in CFS and NFSF assessments. He reviewed and amended the entire training syllabus for Royal Navy Pilots, Observers and Aircrewmen, streamlining their training and coordinating the best use of aircraft and simulators. Rightfully he was awarded the OBE again for exceptional service to military aviation.

His 14-year civilian career saw him assume critical roles. At CHC Helicopters he was a progenitor for SAR Standardisation in the northern UK bases and appointed technical and training lead for the £2.4Bn UK SAR bid. Appointed as Standards and Training

Manager for the new UK SAR contract for Bristow Helicopters in 2013, his role in the safe and successful introduction of a new all-civilian SAR service into the UK cannot be understated. His encyclopaedic aviation knowledge and experience saw him take the lead in the introduction of the S92A and AW189 into SAR service, including the construction of operations manuals and training governance as well as the introduction of new capabilities such as NVIS, windfarm operations and the Air Co-ordination Role. His exceptional work effort, knowledge and talent has been at the heart of the successful and safe operation of a national civilian SAR operation.

In summary, not only is Dane a very much revered aviator in military and civilian circles, he has left behind a tangible legacy in the very fabric and culture of RN Merlin, USMC/AF Tiltrotor, and Commercial S92 and AW189 SAR Operations. For his exceptional achievement and contribution to the operational assessment and development of these aircraft and systems, Captain Richard 'Tricky' Dane is awarded the Eric 'Winkle' Brown Memorial Trophy.

### **The Master's Commendation** **MAJOR KEVIN ANDERSON AAC**

Major Anderson is an exceptionally experienced A2 Qualified Helicopter Instructor (QHI), instrumental in the development of peers and subordinates across Army Aviation. This citation marks 30 years, circa 6000 flying hours across five helicopter platforms and dedication to aviation instruction and assurance. He is truly a master in his field.

Initially qualifying on Gazelle in 1992, Maj Anderson spent the next 11 years in and out of Northern Ireland (NI) on Operation Banner, including several voluntary six-month tours. In 1994 he achieved aircraft commander status and in 1996, given his already vast experience and natural flying ability, was selected for operations in support of UK Special Forces in NI. He commissioned in 2006 and was appointed the Rotary Wing Project Officer, Handling Sqn at MOD Boscombe Down. He completed a Squirrel conversion while concurrently instructing on Gazelle and Lynx.

Completing the QHI Course in 2009, Maj Anderson was appointed Second in Command, 671 Sqn delivering Lynx conversion and refresher courses. He proved to be a highly talented QHI, maintaining a very high flying rate and making significant contributions to the generation of pilots in support of Operations HERRICK and TELIC. Maj Anderson completed Lynx Mk9A conversion in 2012, he was appointed Training Officer of 657 Sqn supporting UKSF domestic and overseas commitments. Over six years he deployed to Oman, Norway, Belize, Afghanistan twice on Operation LANDSBURY and to Kabul as the PJHQ Rotary Wing Safety Standards Officer. Whilst deploying on every major Sqn exercise and developing new and established Sqn members, he also achieved A2 upgrade confirming his QHI capacity and capabilities. He was instrumental in ensuring the unit achieved a Very Satisfactory grade during the JHC Single Service Standards Inspection. This is noteworthy as these achievements were set against the Sqn's return from operations, manpower pressures and maintenance of Very High Readiness in support of UK Counter Terrorism.

Completing Bell Conversion in 2018, Maj Anderson was appointed Officer Commanding Conversion Flight, delivering Gazelle and Bell 212 conversion and refresher courses. He deployed to Brunei and continued as an outstanding leader and

highly professional instructor ensuring aviation Force Generation supported both the UKSF and Security Forces in NI and Brunei Garrison's jungle MEDEVAC capability.

Recognising Maj Anderson's ability and diligence, he was appointed Regimental QHI (FIND) in 2020. He is the principal aviation subject matter expert for Gazelle and Bell 212 operations and is directly responsible to the Senior Operator for first party assurance, standardisation and supervision. More recently, he has held the Senior Operator position answering directly to the Delivery Duty Holder.

Major Anderson's full military aviation career is an exemplary display of selfless commitment and dedication. He is an experienced operator, truly professional and a highly capable instructor. As a leader, coach and mentor he has been pivotal in the development of subordinates and peers across a wide range of platforms. His service record and contribution to UK Defence has been outstanding. For his long and outstanding service and devotion to duty in the air, Major Kevin Anderson is awarded the Master's Commendation.

### **The Central Flying School Trophy FLIGHT LIEUTENANT JAMES HOBKIRK RAF**

Flight Lieutenant James Hobkirk has displayed exceptional dedication to helicopter flying, instruction and examination across a variety of RAF and Tri-Service Units for 32 years.

His operational flying on the Chinook helicopter has included tours in Bosnia, Sierra Leone, Iraq, Afghanistan; and more recently Mali. These have been some of the highest-intensity deployments that the RAF Support Helicopter Force has undertaken over the last 22 years. As well as the warfighting desert campaigns of Iraq and Afghanistan, he took part in the longest-range helicopter fast-run deployment the UK military has ever undertaken; UK to Sierra Leone in 2000 as part of 'Op Palliser'. His breadth of experience and proven ability to pass that experience to his juniors sets him apart from his peers. His most recent tour to Mali is an example of his exceptional ability to mentor the junior Squadron cohort, building crew confidence and skills that have enhanced the capability of the Chinook Force as part of a complex multinational operation in punishing environment of West Africa.

He was selected as a helicopter instructor in 2002 and has since amassed more than 1500 hours in role. In 2016, he was awarded the highest category of qualification as a Central Flying School instructor (A1, exceptional), a coveted and rare level of qualification across the UK Forces. He has since been awarded A1 on Chinook and at present, is the only current instructor to hold this category of qualification on a front-line Squadron. Prior to that, at RAF Shawbury, whilst serving at the Tri-Service Defence Helicopter Flying School, he proved himself time and again as the instructor of choice when dealing with trainees who struggled with the rigorous demands of flying training. He also served in the examination and standardisation role on Support Helicopter Standards as well as Central Flying School Exam Wing. In these two roles, he was responsible for examining flying standards for RAF Support Helicopter pilots and Tri-Service helicopter instructors, placing him at a level above his peers on credibility, qualification and responsibility.

Hobkirk has amassed in excess of 7000 flying hours; qualified on 7 types of fixed and rotary wing aircraft and an additional 3 types that he has examined on. His rotary wing experience levels in the British Forces is unparalleled. As an instructor and an examiner, he has operated in the tri-Service environment with distinction and pride. He

is always the first to volunteer for extra responsibilities. For his immense aggregate contribution to military aviation instruction, both on operations overseas and here in the UK, Flight Lieutenant James David Hobkirk is a highly deserving recipient of the Central Flying School Trophy.

### **The Cumberbatch Trophy**

#### **TIMOTHY TUCKER**

In 1982 the founder of Robinson Helicopters, Frank Robinson, was delighted that a large proportion of sales were to pilots who had been taught on the R22 (his first design) and then decided to buy so they were in general very low hour pilots. He had the foresight to realise that it was essential for the continuing success of his fledgling company building this relatively cheap machine, affordable to the many as opposed to the few, to ensure the pilots were properly trained both at the initial stage but just as importantly, on a continuing basis.

Tim Tucker purchased R22 s/n 003 for his helicopter flight school, and almost immediately Frank appointed him to start and then run until this present day, some 35 years later, the very well-regarded Robinson factory sponsored 4-day Safety Course; Tim has now had over 18,000 attendees on these courses. His first overseas course was in 1992 in South Africa and since then he has run a further well in excess of 120 overseas courses, in 35 countries and 57 cities over the intervening years. In the words of one UK editor/pilot, who has twice undertaken this course, "Tim has turned the course into the gold standard in the field. He has a well-practised knack of hitting the nail on the head and making the 'student' think deeply about why you do what you do". The Executive Chairman of a major helicopter training and maintenance organisation is quoted as saying "Tim Tucker has probably done more for helicopter safety than any man alive. He has mentored with compassion every junior pilot he has ever met".

In addition to his distinguished work with Robinson, Tim has authored many articles and books on safety too numerous to mention in this citation and has received several prestigious awards and four FAA Certificates of Recognition. He has been instrumental in promoting the Vuichard technique for Vortex Ring recovery, a major cause of helicopter accidents. Over his 37 years with the US Army (active and reserve) he achieved a multitude of Awards and Decorations, and sits on the US Helicopter Safety Team Executive Committee. The richness and depth of his 'Tim Tucker's Helicopter World' website gives the reader an insight into the concepts and principles that Tim continues to expound. He is a very deserving winner of the Cumberbatch Trophy.

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

#### **GARMIN**

Founded in 1989 in Lenexa, Kansas (USA), Garmin has grown over the last 31 years to become a preeminent maker of avionics. Company founders Gary Burrell and Min H. Kao first product was an aircraft GPS receiver. The company later expanded its product line to include transceivers, transponders, and integrated avionics systems combining flight instruments, engine instrumentation, and avionics in one package such as the G1000, and its subsequent versions.

Today, Garmin avionics can be found in general aviation and business aircraft all over the world. By combining traditional stand-alone FMS systems with the widely used G1000 system in light airplanes and the G3000 & G5000 systems (found in high performance turboprops and business jets), pilot situational awareness and safety is greatly enhanced. This improvement has contributed greatly to a reduction in restricted

airspace encroachment, reduction of controlled flight into terrain (CFIT) accidents, and increased traffic awareness.

In perhaps its most interesting and potentially lifesaving product, Garmin has introduced, Garmin Autoland. This new system is designed, in the event of pilot incapacitation, to take complete control of the aircraft and bring it to successful landing on a nearby runway. This is initiated by a non-crew passenger simply pressing a button, or automatically in the event of a solo flight and the system sensing pilot incapacitation. Upon activation, the Garmin Autoland system will alert ATC via the emergency transponder code, proceed to a divert airport, configure the airplane, execute a GPS approach, land and track the runway centerline, brake to a stop, and shut down the engine. Autoland will also tune the airplane radios to broadcast intentions on approach control and tower frequencies, while continuously advising passengers of aircraft position and time remaining to touchdown.

In development since 2011, Autoland was certified by the FAA in May 2020 on the Piper M600 and the Cirrus Vision Jet. Design considerations included areas such as: basic aircraft control; undesirable terrain avoidance; weather avoidance to include TAF and METAR analysis; route and airport selection; and approach and runway selection. Garmin Autoland will ultimately scalable be down to G1000 equipped aircraft, and scalable up to G5000 equipped aircraft.

Thanks to innovations such as Autoland, Garmin continues to be a worldwide leader in avionics development. There can be no doubt, that Autoland, will be a life saver in years to come. Garmin is accordingly the deserving recipient of the Sir James Martin Award.

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

#### **LIEUTENANT COLONEL ADAM THORNTON USAF**

Lt Colonel Adam "Blade" Thornton's skill as Commander, 79th Fighter Squadron, and as an experienced F-16 Instructor Pilot, were tested in combat on 11 December 2019 at Bagram Air Base, Afghanistan during an attack by the Haqqani network. At approximately 0600, 11 Dec 2019, Haqqani network operatives detonated a 2,500 pound vehicle-borne explosive device along the perimeter of Bagram Air Base allowing multiple Haqqani fighters, heavily armed with rocket propelled grenades, mortars, heavy machine guns, and suicide vests, to enter the base perimeter.

Lt Col Thornton, awoken by the blast, immediately ensured 100% accountability of his airmen, then coordinated transit to squadron operations while the base was under fire in order to take command of the next formation of F-16s to launch. After arrival at the squadron, Lt Col Thornton coordinated a counter-attack plan with the base Joint Terminal Air Controller (JTAC), labelling buildings to construct a common operating picture.

While the base was still under fire, Lt Col Thornton and his wingman departed squadron operations for the F-16 ramp to launch as quickly as possible. Lt Col Thornton deconflicted in real-time with the Bagram tower controller and the JTAC to launch directly into the fight. For three hours, Lt Col Thornton monitored the dynamic ground situation, relayed movement of the Haqqani team, executed "yo-yo" tanker operations to ensure one F-16 remained overhead at all times, while simultaneously developing multiple attack options for the ground commander. Later on in the fight he balanced integrating an additional two F-16s into his formation.

Due to unexpected nature of the mission and the urgency of the launch, Lt Col Thornton and his wingman were without night vision goggles, reverting to purely visual formations

at night as the weather rapidly deteriorated with ceilings below the mountain peaks around Bagram. Critically low on fuel, Lt Col Thornton flawlessly orchestrated a 4-ship near simultaneous delivery, destroying a building on Bagram that was under enemy control. Lt Col Thornton then deconflicted and postured incoming fighter aircraft for follow-on attacks, effectively ending the 14-hour long firefight. As a result of the mission, all enemy attackers were eliminated.

Lt Col Thornton's distinctive leadership and skill demonstrated during this action is recognised by the award of the Master's Medal.

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

#### **FLIGHT LIEUTENANT MATTHEW DOUGLAS RAF**

During the summer of 2020, Number II (Army Cooperation) Squadron were deployed on 'Op Shader', flying armed Typhoon missions protecting Iraq and Syria from the threat of Islamic State attack.

On 8<sup>th</sup> July Flight Lieutenant Douglas was the leader of a pair of Typhoons flying a night-time mission over Iraq. Operating over an hour's flight from their home base on a moonless night, they were reliant on air-to-air refuelling to complete their task of providing armed overwatch of an Iraqi air base. Intelligence indicated an increased threat of attack following recent rocket strikes.

Douglas carefully coordinated his formation to search the surrounding area. Thirty minutes into the task his internal cockpit lights failed fully bright, causing dazzling glare. Simultaneously his external lights failed off, increasing the risk of mid-air collision with another aircraft in theatre. However, noting the significant threat to ground forces that night he selflessly put their protection first and with careful mitigation, he continued to provide air support. Over the ensuing hour Douglas' aircraft suffered increasingly severe electrical failures, culminating in indications of an aircraft ladder having deployed directly in front of his intakes. With potential engine damage, Douglas had no choice but to divert to the very air base he was charged with protecting, despite the increased threat of attack.

Declaring an in-flight emergency he commenced his descent. At this point his radios began to fail and he lost control of the critical fuel system. With utter professionalism and exceptional airmanship he remained unfazed and descended into the threat envelope for a precautionary single-engine landing. Safely down and parked up, he attempted to open his canopy. Due to the electrical failures it remained firmly locked. He was now trapped in a cockpit with an ambient temperature of 41°C and no cooling. In the temperate UK with engineering support, this situation is dangerous and complex requiring swift action and specialist tooling to release a pilot prior to incapacitation. Instead Douglas was alone with unfamiliar foreign groundcrew who had no knowledge of his situation. An available option was to jettison the canopy, but he knew this risked death to anyone it struck. Desperate to avoid this, he calmly explained to air traffic control the nature of his predicament, drawing diagrams on scraps of paper to show the groundcrew how to attempt assistance.

Having already dealt with an emergency landing, his patience and courage in a time-pressured, potentially life-threatening situation were remarkable. After eight hours in the cockpit, as the internal temperature became dangerously high, Douglas requested fire crews attempt to cut him free rather than risk jettisoning the canopy. With the cutter inches from his head his eyes were affected by the fine canopy dust, but success ensued. Despite his physical discomfort, Douglas carefully made-safe his bombs and sent a report to base, before administering to his own needs.

During this traumatic event, Douglas showed exceptional bravery despite escalating danger, intent on saving his aircraft and limiting the risk to those he was charged to protect. He is accordingly awarded the Master's Medal.

### **The Grand Master's Award**

#### **CREW OF 'NZ3301'**

Flt Lt Hamish Reichardt  
Sgt Jennifer Hart

Flt Lt Loic Ifrah  
Sgt Phillip Delaney

On 9 December 2019 White Island erupted while up to 50 tourists were visiting the island, killing 22 people. On 13 December, Flight Lieutenant (Flt Lt) Reichardt and his NH90 crew were tasked in support of the Police-led body recovery operation.

The weather conditions were not favourable, with a westerly wind holding the main gas and steam cloud within the main crater, creating a cloud base of around 600 feet. Every three to five minutes there was a gas explosion, which would envelope most of the main crater area making flight dangerous. Despite these risks, and the known possibility of encountering poisonous and corrosive gases for which no PPE was available, Flt Lt Reichardt and his crew volunteered to undertake the recovery mission. In doing so, they developed a plan to operate within the crater in cycles, moving clear when personal irritation became significant, the effects of the gas were noticeable, or the gas cloud forced them from the crater.

Once on station, Flt Lt Reichardt's crew was initially tasked with conducting a low-level search for two bodies which had not been located during the planning phase. This was a particularly challenging regime of flight, with a heavy aircraft, unfavourable wind, and hazardous conditions. The aircraft had to be manoeuvred low enough for the crew to see bodies obscured by debris, without stirring up the ash and contaminating the aircraft and crew, while also maintaining viable escape options in the event of an aircraft emergency. Flt Lt Reichardt also had to manage the flight path to avoid hindering the ground teams with blowing debris. This all required exceptional crew coordination, managed by the aircraft captain.

By this stage in the operation, the ground teams had located and were preparing bodies for extraction. It became evident that relocating one of the bodies to the main group would not be achievable. Flt Lt Reichardt determined that a winch extraction of this body, while outside the original plan, was achievable, reducing the risk to the ground party. As the crew recovered the first body with the aircraft winch, a gas cloud forced them to drift away from the extraction point towards clear air, creating an unwanted oscillation. The aircraft was slowed to prevent the swing from developing, however extended the time the crew were exposed to the poison gas cloud. Once clear of the cloud, the body was raised to the height of the cabin door and held outside the cabin by the Loadmaster during the long, slow flight to HMNZS Wellington. The crew then returned to lift the rest of the bodies in an underslung net and transfer them to the deck of HMNZS Wellington. The load pickup was more difficult than the winch, with the location being closer to the main steam cloud boundary. With a window only lasting minutes to uplift the remaining bodies, Flt Lt Reichardt flew a very efficient approach, co-ordinating his crew such that the strop arrived at the ground team just as the aircraft terminated in a hover overhead. The load was heavy, with Flt Lt Reichardt using all of the available aircraft power at times, and his skill as a pilot was tested in a high-pressure situation to transition away from the main crater. The load did not initially fly well, and for fear of losing it, Flt Lt Reichardt adapted the aircraft flight path to take it towards the nearby jetty. On advice from the Helicopter Loadmaster the underslung net was set

down for a brief moment, which allowed it to redistribute the load. The bodies were all then transferred to the small flight deck of HMNZS Wellington.

This was a task of national significance, and the pressure on the entire recovery operation to provide closure for the victims' families and the wider New Zealand public was immense. While under significant pressure and scrutiny throughout the recovery operation, Flt Lt Reichardt and his crew consistently displayed sound judgement and flexibility, exceptional crew coordination and pure flying skills of the highest standards. Noting the significant and unpredictable risks involved, the crew also demonstrated exceptional courage in the conduct of this operation. In recognition of their gallantry displayed in the course of this recovery operation, the crew members of 'NZ3301' are recipients of the Grand Master's Award.

### **The Hugh Gordon-Burge Memorial Award CREW OF 'TALON 42'**

Maj Christopher Summerlin  
Maj Thomas Klusker  
TSgt Gregory Seider  
SSgt Adam Chudnofsky

Capt Timothy Bush  
1LT Juan Hass  
SrA Jonathan Cervantes  
SSgt Cera Wollgast

The crew of 'Talon 42' distinguished themselves by extraordinary achievement in support of 'Op Inherent Resolve' from 7 January 2020 to 8 January 2020. During this time, the aircrew of 'Talon 42' courageously operated their MC-130H in a degraded state to evacuate military personnel from a base in Iraq, before Iranian theatre ballistic missiles impact.

On the evening of 7 January, 'Talon 42' was one of six aircrews alerted to participate in the mass evacuation of an Iraqi air base, which was determined to be one of the primary targets of an Iranian missile attack. 'Talon 42' was airborne within 45 minutes from initial notification with an aircraft gross weight 10 thousand pounds heavier than the maximum recommended. They knew only to fly to the air base and rescue as many personnel as possible. Once airborne, the crew of 'Talon 42' successfully negotiated a critical time-saving route, reducing the evacuation timeline by 90 minutes, which would have put all aircraft involved on the ground at the Iraqi air base during missile impact.

While enroute to the air base, the MC-130H aircraft experienced an entire loss of avionics and navigational capabilities due to complete computer failure within the aircraft. After handling initial actions for the emergency, the crew determined the extreme priority of the mission outweighed the technical order guidance which suggested mission termination. As a result, they accepted the risk associated with degraded aircraft systems and continued to the Iraqi air base. Upon landing at the Iraqi air base, the crew of 'Talon 42' loaded 93 personnel and cargo, 37 more than technical guidance allows, which made fuel requirements more critical. After take-off, challenges further compounded when 'Talon 42's' intended point of landing, Ali Al Salem Air Base, was reported to be under threat of imminent attack. With no aerial refuelling options available, 'Talon 42' made the decision to immediately divert to Kuwait International Airport.

Enroute to Kuwait International, the crew of 'Talon 42' was forced to declare "due regard" as they were critically low on fuel and the approach controller would not expedite their landing clearance. After having safely landed and refuelled, 'Talon 42' was notified that Ali Al Salem was cleared of the missile threat. They then proceeded to Ali Al Salem to disembark the rescued personnel.

'Talon 42' completed this planned 16-hour mission in under 12 hours ensuring safety from imminent Iranian ballistic missile attack. Their quick thinking and superior airmanship

resulted in the safety of a total of 101 Joint Special Operations Forces personnel during that period of darkness. The professional competence, aerial skill, and devotion to saving the lives of others displayed by 'Talon 42' is deserving of recognition by the award of the Hugh Gordon-Burge Memorial Award.

### **The Prince Philip Helicopter Rescue Award**

#### **CREW OF 'SCHOONER 20' and CREW OF 'MAKO 27'**

CW5 Joseph Rosemond

CW5 Kipp Goding

CW2 Brady Hlebain

CW2 Irvin Hernandez

SGT Cameron Powell

WO1 Ge Xiong

SGT George Esquivel

On 5 September 2020, a massive and rapidly growing wildfire in California raged. With reports of 30 people trapped by the fire and facing a gruesome death, an immediate air-evac was required due to fire, smoke and debris making roads impassable.

National Guard aircrews from Stockton and Fresno were contacted by the California Office of Emergency Services requesting emergency assistance in evacuating trapped civilians. 'Schooner 20' (CH47) and 'Mako 27' (UH60) were tasked for the mission and aircrews prepared to execute a hasty night search and rescue in the middle of an uncontrolled, rapidly moving, extremely hazardous wild-fire.

While en-route to the Fire Traffic Area to conduct a rescue, aircrews reviewed the dangers they faced while conducting a highly complex and extremely risky night rescue in an area that was by now completely encircled by fire and smoke. Because of extremely poor visibility, unpredictable fire migration and dense smoke, permission to enter the Fire Traffic Area was initially denied. Relentless persistence by 'Schooner 20' and 'Mako 27' convinced the airspace control authority to grant permission to enter the rescue area. During the rescue, smoke, fire and night conditions required the use of NVGs.

Because 'Schooner 20' and 'Mako 27' launched from geographically separate locations, they did an in-flight link-up to coordinate their rescue plan. After agreeing to approach the rescue site as a flight of two, while approaching the rescue location, raging fire and dense smoke caused 'Mako 27' to lose sight of 'Schooner 20'. Rather than abort the mission and abandon those trapped and facing a fiery death, the flight split, with each aircraft using different routes and pick-up locations. During split-flight operations, 'Mako 27' and 'Schooner 20' made radio calls each half mile to ensure they were safely sequenced and executing the mission. As the aircraft entered the rescue area, smoke obscured the terrain, fire was rampaging unchecked in all quadrants, and the aircrew were breathing noxious smoke. Imagine the aircrews surprise when they discovered hundreds of people, not 30 as expected, were clamouring for rescue. This was a scene straight out of Dante's Inferno.

When the aircraft were on the ground, aircrew tirelessly triaged and prioritized evacuees, that included 21 moderate to severely injured. Unable to carry all evacuees in a single lift, the crews returned to base, quickly off-loaded evacuees, refuelled and promptly headed back to conduct additional rescues.

Upon their return to the rescue area, crews recognized conditions were rapidly worsening and loaded more passengers than allowed by regulation. The second rescue by 'Schooner 20' and 'Mako 27' consisted of 124 passengers, a stunning aerial achievement. In all, 'Schooner 20' and 'Mako 27' flew three rescue sorties through the

most hazardous flight environment imaginable, while at the same time personally battling debilitating smoke inhalation injuries and active nausea.

In the face of daunting environmental conditions and physiological hazards to aircrew, the gallantry and skill of 'Schooner 20' and 'Mako 27' saved 263 people and 16 dogs. All members of both crews are accordingly thoroughly 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** – Adrienne Claire Fleming OAM

**HONG KONG REGION** – Sid Kwong

\*\*\*\*\*

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

Awarded for MSc study at City University

**Air Transport Management**  
Philip Bird

**Air Safety Management**  
Kyla Fellner  
Benjamin Ward

\*\*\*\*\*

# SCHOLARSHIP WINNERS

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

SWIRE	-	Joe Hadley
CADOGAN	-	George Coe
NORMAN MOTLEY	-	Gary Jackson

## PRIVATE PILOT LICENCE – PPL

AIR BP 'STERLING'	-	Max Ellison
GRAYBURN	-	Chris Barrott
CADOGAN	-	Charlie Gazzard
SIR SEFTON BRANCKER (Visits)	-	Omar Mshihadani
DONALDSON	-	Tyler Audu-McGregor
WIGLEY (BALPA BF)	-	David Hart
LANE-BURSLEM (BALPA BF)	-	Luke McConell
BOB DAWSON (BALPA BF)	-	Anne Soltow

## AIR PILOTS GLIDING SCHOLARSHIPS

AIR PILOTS FLYING CLUB	-	Philip Karunda
AIR PILOTS FLYING CLUB	-	Abbey Lamb
AIR PILOTS FLYING CLUB	-	Jacob Nelson
AIR PILOTS FLYING CLUB	-	Aamia Bhutta
AIR PILOTS FLYING CLUB	-	James Jarman
AIR PILOTS FLYING CLUB	-	Sophia Anderson
AIR PILOTS FLYING CLUB	-	Eleanor White
AIR PILOTS TRUST	-	Tyler Oxley
AIR PILOTS TRUST	-	Shaan Johal
AIR PILOTS TRUST	-	Alexander Hook
AIR PILOTS TRUST	-	Calum Doak
AIR PILOTS TRUST	-	Alice Daglish
AIR PILOTS TRUST	-	Georgia Pescod
AIR PILOTS TRUST	-	Isabelle Murfitt
AIR PILOTS TRUST	-	Mark Shields
AIR PILOTS TRUST	-	Louis Hall
AIR SAFETY TRUST	-	Edward Smith
AIR SAFETY TRUST	-	William Cooper
AIR SAFETY TRUST	-	Nathaniel McMurray
AIR SAFETY TRUST	-	Mitchell Chandler
AIR SAFETY TRUST	-	Tinashe Masama
AIR SAFETY TRUST	-	Fraser Clapham
POOLEYS	-	Thomas Needham

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

**CERTIFICATES**

Certificates which were either presented (following earlier award notification) or awarded to the following recipients in 2021:

**MASTER AIR PILOT**

Wing Commander Dheeraj BHASIN	1263
Squadron Leader Alan BURGESS	1264
Captain John GISSING	1267
Captain Douglas STOTT	1273
Stephen PRICE	1274
Paul SMIDDY	1275
David COCKBURN	1276
Captain John McGHIE	1277
Squadron Leader John EVANS	1278
Richard RAYMOND	1279
Squadron Leader Stephen DAVIES	1280

**MASTER REARCREW**

Master Aircrewman Timothy SHOOTER	1241
WO1 Aircrewman Richard BRYNE	1255
Master Rearcrewman Kevin WELLER	1268