THE HONOURABLE COMPANY OF
AIR PILOTS

TROPHIES AND AWARDS
2022

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.
2022 not awarded

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.
2022 awarded to: **SQUADRON LEADER MARK PARKER RAF**

The Master's Commendation
Awarded for outstanding service in the air, at the discretion of the Master.
2022 awarded to: **MAJOR TERRY CAMPBELL 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.
2022 awarded to: **ZARA RUTHERFORD**
MACK RUTHERFORD

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.
2022 awarded to: **CREW OF AIR ASTANA EMBRAER 190**
Captain Vyacheslav Aushev
FO Sergey Sokolov
FO Bauyrzhan Karasholakov

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.
2022 awarded to**: CREW OF 'RESCUE 151'**
Captain Rob Green **Captain Simon Hammock**
Philip Caudle **Paramedic Duncan Tripp MBE**

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).
2022 awarded to: **442 SQUADRON RCAF**

FLIGHT OPERATIONS

The Sir Barnes Wallis Medal
Awarded in recognition of an exceptional and innovative contribution to aviation.
2022 awarded to: **SQUADRON LEADER CALUM LAW 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.
2022 awarded to: **TRAVIS LUDLOW**

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.
2022 awarded to: **SQUADRON LEADER RICHARD WALLER RAF**

The Johnston Memorial Trophy
Awarded for an outstanding performance in the operation of airborne or space systems, manned or unmanned.
2022 awarded to: **ROYAL AIR FORCE E-3D SENTRY FORCE**

The Sword of Honour
Awarded for an outstanding contribution to General Aviation.
2022 awarded to: **ROBERT POOLEY MBE**

The Myles Bickerton Trophy
Awarded for outstanding flying achievement in General Aviation.
2022 awarded to: **STEVEN JONES**

The Hanna Trophy
Awarded for an outstanding contribution to the art of display flying of historic, vintage or modern fighter aircraft.
2022 awarded to: **STUART GOLDSPINK**

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.
2022 awarded to: **PHILLIP O'DELL**

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).
2022 awarded to: **JAMES KROMBERG**

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.
2022 awarded to: **DAVID HOWSON**

The Cumberbatch Trophy
Awarded for an outstanding contribution to aviation safety.
2022 awarded to: **DR RATAN KHATWA**

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.
2022 awarded to: **ALEXANDER EL KHAWAJA**

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.
2022 awarded to: **MASTER AIRCREW STEPHEN DUNCAN**

The Pike Trophy
Awarded to an individual who has made an outstanding contribution to civil flying instruction.
2022 awarded to: **ANTHONY MOLLISON**

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.
2022 awarded to: **WILLIAM COOPER**

COMPANY ONLY

The Sir Alan Cobham Memorial Award
Awarded for meritorious service to the Company.
2022 awarded to: **CAPTAIN PETER BUGGE**

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.
2022 awarded to: **CENTENARY FLYPAST TEAM 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.
2022 awarded to: **STEVE PADGETT 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.
2022 not awarded

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.
2022 not awarded

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.
2022 not awarded

Citations are listed in the order of presentation

CITATIONS

The John Landymore Trophy
WILLIAM COOPER

Will won the Lane-Burslem (BALPA BF) PPL Scholarship and completed his training with Alex Air in Aberdeenshire.

From the initial impression that he made upon the scholarship selection committee to the approach he adopted during his flying training, Will 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. Will'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, Will Cooper is awarded the John Landymore Trophy for 2022.

The Glover Trophy
ALEXANDER EL KHAWAJA
Alexander joined FTEJerez through Middle East Airline's cadet programme. Selection for this programme, in which FTEJerez participates conducting assessments, is extremely competitive. Alexander was selected for training following an outstanding performance in all areas.

In hindsight, this comes as no surprise. His final report following training at FTEJerez is impeccable. In ground school he obtained a 93% average score in all exams and his theoretical instructors praise his contributions to class debates and positive and proactive attitude. This demeanour was also evident during flight training, where he obtained first time passes in all tests and received outstanding reports from his flight instructors. Finally, during his multi-crew training (APS MCC), Alexander once again was well prepared and achieved a Grade 1 (outstanding performance).

Alexander managed to do this during the pandemic and the worst weeks of lockdown, and in his capacity of President of the Student Committee. While most students returned home during lockdown to continue attending online ground school or to wait until they could safely resume flight training, some international students could not do so due to travel restrictions and had to stay at the FTE campus. Alexander decided to voluntarily stay on campus too, and make sure that his colleagues were supported in anyway necessary, that health & safety regulations were followed, and to liaise with FTE's management on a daily basis, acting as a spokesperson for his colleagues.

The degree of maturity and organisation skills shown during these trying times were outstanding. Alexander demonstrated skills one would personally expect from a management team, always doing so with a gentle, respectful and empathic approach. He would provide suggestions and solutions to any problems arising, would be always available for his colleagues and FTE management, and took on this huge responsibility

without hindering his academic performance. Due to this, Alexander was offered to stay on campus upon graduation on an internship in FTEJerez's operations department, where he provided support to their HoT and Ops Manager. Consequently, Alexander was also recently awarded with the Mike Bannister Trophy at his FTEJerez graduation ceremony. This trophy is awarded only on very exceptional and rare occasions to students demonstrating an outstanding performance in all aspects of their student life at FTEJerez.

Alexander is deserving of further recognition of his performance during flight training and a high note with which to commence his career as a first officer, and undoubtedly a future captain, for his airline. For his qualities of character, leadership, and service, demonstrated during his course, in addition to flying and academic achievement, Alexander El Khawaja is awarded the Glover Trophy.

The Grand Master's Medal
TRAVIS LUDLOW

Travis is an exceptional young man who became a Guinness World Record Holder last year by flying solo around the world in a single engine aircraft. Whilst this is a major achievement in itself for any experienced pilot, Travis' achievement is even more impressive in that he accomplished this at the age of just 18 years and 150 days old and in doing so, became the youngest person to hold this record, 13 days younger and 31 days faster than the previous record holder.

Travis completed his epic journey in just 43 days and he flew 22,307 nautical miles (40,072km) during his expedition. His record-breaking flight in his Cessna 172R took him across Europe, through Russia and the Americas (North, Central and South), before returning via Canada, Greenland and Iceland. The planned route took in 53 stops across nine continents and 21 countries.

Travis' journey to this career highlight is equally as inspiring. Like many, Travis's love of flying started when he was a 4 year old child who insisted that his bedtime story was an extract from his stack of aeroplane magazines. He started to make his dream become a reality, when in pursuit of his ambition he started flying at the age of 12, becoming the UK's youngest glider pilot at 14.

Never faltering in his aspiration, Travis flew solo the day after his 16th birthday and went on to pass all nine ground school exams with 6 months to spare. He then went on to complete his PPL in the same year, months before he could even legally hold his licence. Whist he was technically qualified, CAA rules stated that the minimum age to hold a licence is 17 and he was therefore required to wait until 8am on the morning of his 17th birthday to pick up his PPL licence from the UK CAA, when he became the UK's youngest certified PPL pilot.

He is a truly remarkable pioneering individual, who now dedicates his spare time in the pursuit of sharing his experiences with future generations of pilots by presenting at conferences around the globe and sharing content through his social media channel, inspiring them to follow their dreams. Travis Ludlow is a very deserving recipient of the Grand Master's Medal.

The Master's Medal
ZARA RUTHERFORD

Zara has just completed a solo Round the World flight in a Shark Microlight Aircraft. Due to the categorisation of the aircraft, this had to be completed in day VFR conditions

only. In doing so at the age of 19, she has become the youngest woman to complete this feat, beating the previous record holder by 12 years, and also becomes the youngest woman to circumnavigate the world in a microlight. Unlike some previous record attempts Zara has successfully transited two antipodal points within the two tropics of latitude, as required by the regulations, routing as far South as Jakarta, and in total has visited 52 countries in five continents.

During her record attempt Zara completed single engine flights over water of up to eight hours and had to descend to 600 feet over the sea, in order to avoid thunderstorms in Indonesia. Zara has demonstrated the tenacity to overcome many obstacles which might have deterred others. She was stranded due to weather for 3 weeks in Russia, with temperatures as low as -35 Centigrade and in a small town of 800 people, none of whom spoke English, and she spoke no Russian. All this on top of the global Covid 19 pandemic which added additional restrictions and bureaucracy, plus obliging her to use a less than optimum routing. Zara showed maturity beyond her years when dealing with the many diversions she had to make, due to the requirement to remain VFR.

Throughout the trip Zara encouraged those girls she met to consider wider career options and the study of STEM subjects. Zara hopes to go to university to study computer science and computer engineering, but her dream goal would be to become an astronaut.

In recognition of her amazing feat of flying and endurance, Zara Rutherford is awarded the Master's Medal.

The Master's Medal
MACK RUTHERFORD

Mack Rutherford is the youngest pilot to circumnavigate the globe. The duration of the flight from the 23rd March to 24th August 2022 was 142 days with many delays due to bureaucracy and further aggravated by the need of additional permissions and clearances due to his age and the microlight status of the Shark aircraft. Mack was solo and self-supporting for the entire period although assisted by a capable, remote flight planning and monitoring team. Mack comes from a very strong aviation background that set him on this path and with the recent example of his older sister Zara's circumnavigation albeit in the opposite direction! Of particular note, was the leg from Japan to Anchorage Alaska which involved flying approximately 10 hours non-stop over open water from Japan in a single engine aircraft and subsequently obliged to make a landing and overnight stay on the totally uninhabited Aleutian Island of Attu. Mack was trying to reach the more easterly Adak Island, but instead of the strong forecast tailwinds, he encountered quite strong headwinds instead. It considerably slowed his progress and increased his fuel burn. As a precautionary measure, Mack decided to land at Attu airfield before civil twilight fell. He knew to expect an abandoned and unmanned U.S. Coast Guard base and even planned a rest day and a second night on the island. Unfortunately, it seems Attu has only about 10 sunny days a year and he found himself sleeping on a moth-eaten sofa in the runway emergency hut. Although the scenery was breath-taking, the fun was quickly disappearing from the impromptu adventure and Mack decided to leave the next day for Shemya for refuelling, followed by flight to Adak which has slightly better overnight accommodation. This one flight and subsequent night alone is a bigger adventure than most of pilots have experienced in a lifetime!

Mack has officially broken two Guinness World Records.
1. Youngest person to fly around the world solo.

2. Youngest person to fly around the world solo in an Ultra-Light aircraft - previous record holder, Zara Rutherford

For this young man, a very lengthy period travelling alone, and in spite of all the modern technology and support displaying enormous courage resolution and perseverance!
The flight involved passage of two antipodal points as is required to claim a circumnavigation.

A tremendous showcase for a superb European aircraft, British education and an international background. In recognition of his amazing feat of flying and endurance, Mack Rutherford is awarded the Master's Medal.

The Sir Alan Cobham Memorial Award
CAPTAIN PETER BUGGE
Captain Peter Buggé was appointed as the Company's Honorary Archivist in 2013, eight years after serving as Master.

During his tenure as Honorary Archivist, Peter spent many weeks and months toiling quietly in Cobham House improving the recording of all the archive documents which the Company had in its possession at the time. Over the years, he produced a digital record of the catalogue of papers and other records within the archive, enabling for the first time a readily-accessible search document for the contents of the archives. He also photographed many of the items of significance, which were able to be shown on the website – making these much more 'available' to members.

When the Company moved from its former location to Air Pilots House (APH), Peter was responsible for the safe and orderly packing – and unpacking two years later – of all the archive material. He then set-about designing the layout for storage and display of all archive material at APH. Another 'first' for the Company was his enthusiasm to give presentations to members on the material at APH, which is a 'treasure trove' of historic importance unknown to the vast majority of members.

Such is the scale of the task of 'managing' the Company's archives that the work started by Peter in 2013 – and the hundreds of man-hours involved during his tenure - is still a work in progress for the current Honorary Archivist, appointed in 2022 on Peter's retirement from the role.

For his dedication to the role and achievement as Honorary Archivist, unknown and unnoticed to most Company members, Past Master Peter Buggé's service to the Company is deserving of recognition by the Sir Alan Cobham Memorial Award.

The Pike Trophy
ANTHONY MAYHEW MOLLISON
Anthony started his career working for several well-known companies in marketing, having graduated from the University of Durham with a BSc and then gained a MBA from Cranfield School of Management. He acquired a recreational PPL in his early thirties and after being made redundant in 1987, he decided to pursue training for a commercial licence.

He worked as a flight instructor for several years and then took over Greenclose Aviation, a small commercial training school at Bournemouth in 1993. He renamed the company Professional Air Training (PAT) and over the following 24 years, he built up an enviable reputation for high quality instruction with excellent first-time pass results.

He had become an FE(PPL) in 1995, then an IRR Examiner with PT Ops privileges the following year. As Director and Head of Training at PAT, Anthony was responsible for the development of quality training materials and specialist training techniques ensuring the maintenance of a consistently high level of instruction. Students who were struggling elsewhere often turned to Anthony, as his individual attention to each student's progress was legendary. During the establishment of CTC Aviation, Anthony also acted as a Consultant and CFI for their facility at Bournemouth.

Anthony was appointed as an IRE in 2006 and following the CAA's internal restructuring of examiner training, Anthony was invited by the CAA to set up a specialised Flight Training Organisation for the training of GA professional flight examiners. As this was a new departure for the CAA, who had not out-sourced such training before, it was clear recognition of the esteem in which the CAA held Anthony and his standards.

Thus, in 2006, Flight Examiner Training (FET) was established, which offers the full range of CAA-Approved SPA Flight Examiner Standardisation courses, providing a personal service, with tailored training programmes to suit every examiner's individual needs. FET also provides Examiner Refresher Courses, both at Bournemouth and at Andrewsfield in conjunction with Carol Cooper. Anthony continues to be deeply involved in training, especially of GA examiners and provides a unique and valuable service to the industry.

Anthony's standards and individual care for each student are well-known throughout the industry and his devotion to quality for over 30 years, during which time he has flown over 11,500 hours in light aircraft, virtually all instruction and examining, makes him a worthy recipient of the Pike Trophy.

The Central Flying School Trophy
MASTER AIRCREW STEPHEN DUNCAN

Master Aircrew Duncan leads Instructor Development Flight on Number XXIV Squadron, the Air Mobility Force (AMF) Operational Conversion Unit (OCU). Having generated his Flight from an unfunded standing start in 2017, his work over a five-year period has placed the squadron at the leading edge of frontline instructor training. This directly benefits AMF aircrew as recipients of robustly assured instruction, but also those from wider 'UK Defence' who have unlocked their own potential through course attendance and experienced an exemplar of what a positive and inclusive learning environment can be. Set against a backdrop of significant personal challenge, his work is inspirational.

Instructor Development Flight, comprising MAcr Duncan and only two other subordinate Air Loadmaster Qualified Mission Aircrew Instructors (QMAIs), is central to Number XXIV Squadron's role and output as a Central Flying School (CFS) Approved Training Organisation, a status which was awarded in January 2020 based in no small part on MAcr Duncan's efforts. This enables the AMF to generate its own Qualified Flying Instructors (QFIs) and QMAIs. Step one of both courses is completion of his franchised Defence Train the Trainer Air (DTTT) courses, but MAcr Duncan also fulfils a key interface role with Number 22 Group in guiding the frontline squadrons in the CFS selection process for new instructor candidates. Whilst MAcr Duncan's continued output of DTTT throughout COVID using appropriate mitigations is impressive, it is his comprehensive through-life approach to instructor development that has elevated both the AMF and him to unrivalled levels of achievement. His introduction of a formal pathway to an above average CFS A2 qualification promotes ambition and ensures that a sustainable system for succession planning is in place. Three new A2 qualifications were awarded to Number XXIV Squadron Instructors by CFS in 2021, providing

inspiration for the six new B2s. Chartered Management Institute (CMI) accredited courses which MAcr Duncan has introduced include the Level 3 Defence Workplace Trainer, which targets future instructor candidates with tools to support frontline mentoring and competency building. In parallel, the Level 5 Coaching and Mentoring course supports not only experienced instructors but has included wider Defence participation; their feedback has been moving. Never willing to stand still, his close relationship with the Smith Barry Academy has recently yielded a franchised Flying Training Manager's course that is tailored to Air Mobility Force output, saving significant resource. He readily works with struggling aircrew, whether on course or elsewhere, and uses his CAS Fellow, Human Factors, Mental Health Awareness and Diversity and Inclusion qualifications to help tackle the thorniest of personal issues in complete confidence. He has also answered bespoke requests to deliver live and virtual courses, tailored to requirement to organisations as diverse as the wider RAF Brize Norton Station, Operational Training Centre, F-35 OCU, Joint Helicopter Command and CFS Exam Wing themselves.

MAcr Duncan has built an inspirational enterprise that continues to drive excellence in flying instruction across 'UK Defence' but delivered at the most personal of levels. With a journey that started following a work-related injury that prematurely ended his flying career, MAcr Duncan is a deserving recipient of the Central Flying School Trophy.

The Brackley Memorial Trophy
SQUADRON LEADER RICHARD WALLER RAF

While the civilian airline industry has transitioned to Electronic Flight Bags, the RAF Air Mobility Force has hitherto relied on paper products to support its fleet. Having returned to the RAF from a civilian flying career, Sqn Ldr Waller recognised that not only did that approach limit agility, but there was also considerable cost involved in the continued production of paper products, in addition to the environmental impact associated with significant use of consumable resources.

Despite the prevalence of tablet-based solutions in the aviation community, the regulatory structure associated with military operations had not adapted to make the adoption of Electronic Flight Bags a simple evolution. Nonetheless, Sqn Ldr Waller was not deterred and became the unequivocal expert in the process required to clear both required devices and associated software, expertly navigating numerous challenges that presented themselves along the way. Those challenges also extended to identifying funding opportunities, along with running the competition to select a software provider and sourcing mounting solutions for the cockpits of C130J, C17 and C1 Atlas aircraft. Furthermore, Sqn Ldr Waller also organised and supported all trials work, in addition to developing consequent submissions that resulted in the acceptance of this new and vital capability. Those endeavours resulted in the ability to dynamically update critical flight information publications to allow crews to plan when dislocated from traditional flight planning facilities, which will not only boost flexibility and operational agility, but will also benefit quality of life for crews who frequently spend weeks away from their homes and families.

The Electronic Flight Bag capability represents the future of military aviation information management; Sqn Ldr Waller not only recognised that but has also ensured that the Air Mobility Force will be in the vanguard for delivery to the wider RAF, with his expertise subsequently being recognised by the F35B and Typhoon communities. His initiative and leadership have been exceptional, and he is wholly deserving of formal recognition for his contribution to the Air Mobility Force and the wider utility that this work will offer to 'UK Defence'. He is accordingly awarded the Brackley Memorial Trophy.

The Johnston Memorial Trophy
RAF E-3D SENTRY FORCE

The E-3D Sentry entered RAF service in 1991, operated by No. 8 and No. 23 Squadrons as front-line units, with No. 54 Squadron as the Operational Conversion Unit and No. 56 Squadron as the Operational Evaluation Unit. As the United Kingdom's contribution to the NATO Airborne Early Warning and Control Force, it has made decisive contributions to every major NATO operation since 1992. Whether launching NATO Assurance Missions from RAF Waddington an average of three times per week, being held at Very High Readiness or deployed on national and other Coalition operations, Sentry has been the intelligent conductor of air operations over Europe, the Middle East and North Africa, as well as on Air Policing and counter-narcotics smuggling operations in the Caribbean.

Sentry Squadrons have been awarded battle honours for operations in Kosovo, Afghanistan, Iraq and Libya. The first of these was earned over Kosovo in 1999 during NATO's 'Operation Allied Force'. On the opening night of that Operation, when multiple NATO packages struck Serbian targets, a Sentry guided USAF F-15s to successful engagements with Serbian MiG-29s. A Sentry crew also masterminded the recovery of a downed USAF F-117 Nighthawk pilot, exposing themselves to significant danger by flying close to Serbian Air Defences to ensure robust radio communications were maintained with the rescue package. The Sentry Force completed 184 operational sorties during the conflict, co-ordinating all aspects of the air operation for their allotted sector of airspace.

In the immediate aftermath of the 9/11 attacks, Sentry was committed to 'Operation Veritas' in Afghanistan, where it again proved its reach and utility. Flying from their forward base in Oman, Sentry crews coordinated the colossal air-to-air refuelling effort that was necessary to keep combat aircraft ready to react immediately to calls for air support from special forces operating on the ground, saving many lives in the process. Sentry then rapidly redeployed to 'Operation Telic' in early 2003, maintaining an unbroken 24/7 orbit in Western Iraq and amassing over 900 operational hours on task before the Iraqi surrender.

Sentry again proved indispensable on 'Operation Ellamy' in Libya in 2012, deploying to Cyprus and providing tactical control and early warning for RAF Hercules aircraft that conducted initial evacuations of UK nationals. A typical month over Libya included flying over 280 hours, managing the airborne transfer of 19 million tonnes of fuel, control of 95 dynamic target strikes and coordination of over 100 humanitarian flights.

In 2014, Sentry deployed on 'Operation Shader', contributing to Coalition operations against Da'esh, and conducting NATO Assurance Missions to enhance the Alliance's understanding of Russian air activity. Finally, in what was affectionately nicknamed 'Sentry's Last Dance', the summer of 2021 saw No. 8 Squadron deploy to RAF Akrotiri to provide airborne early warning cover for the UK Carrier Strike Group as it transited the Eastern Mediterranian en-route to East Asia.

In recognition of 30 years of exemplary service and over 96,000 flying hours in support of NATO, coalition and national operations from both the United Kingdom and overseas, the Sentry Force is a deserving recipient of the Johnston Memorial Trophy.

The Sir Barnes Wallis Medal
SQUADRON LEADER CALUM LAW RAF

No. 6 Flying Training School is responsible for the delivery of flying training to circa 1,000 University Air Squadron students and the provision of Air Experience Flights to

circa 25,000 cadets every year. As one of the Squadron Commanders within that organisation, Squadron Leader Calum Law recognised an opportunity to improve exposure to the aviation environment through the provision of low-cost synthetic training that hitherto had been unavailable and made that vision a reality.

Sqn Ldr Law then created a low-cost solution that could provide a synthetic training capability to both University Air Squadron students and RAF Air Cadets. His initial achievement produced an augmented reality training aid which provides a handset-based knowledge platform, including 3-dimensional aircraft models, key documentation and airspace information. Not only does this offer an excellent aid for both students and instructors alike, it makes learning a truly enjoyable experience and has brought ground training into the 21st century.

Not content with that success, Sqn Ldr Law then focussed on creating a much larger synthetic strategy that could deliver a host of capabilities across multiple organisations. Through that work he has now designed, self-funded and built an integrated Virtual Reality Tutor aircraft trainer, in addition to a fully integrated cross-reality Tutor training solution, which is now fully active and utilised daily within his squadron. These training devices are simple enough to allow students to operate them on their own yet are sufficiently complex to provide genuine side-by-side, or remote, flying instruction for students who might struggle to assimilate certain skill sets. In addition, Sqn Ldr Law has identified an opportunity within his strategy to create 360-degree video footage of all lessons within the flying training syllabi, along with footage of all aircraft types, which will enable students and cadets to learn remotely whilst having a fully immersed experience of military aviation.

Throughout this initiative, Sqn Ldr Law has led from the front and has fused military, industrial and academic expertise to deliver a first class, affordable, solution. It is, however, only due to his dogged determination to succeed, along with personal investment in his vision that he has been able to realise the potential of the project. With senior level support, Sqn Ldr Law has now produced an integrated strategy, business case and a financial plan that is expected to deliver this capability to 12 locations within this financial year. This will provide access to aviation experiences to thousands of students and cadets every year. Incredibly, Sqn Ldr Law has managed to do all of this alongside meeting the demands of his routine role. Furthermore, he has limited the cost of the entire programme to less than £250k, circa £5m less than external quotes. Sqn Ldr Law's ultimate aim is to develop the capability to support 'Project Telum', the RAF's future net zero elementary flying training capability. This project has represented aviation innovation and unrelenting pursuit of excellence in its purest form and, as a consequence, Squadron Leader Calum Law is truly deserving of award of the Sir Barnes Wallis Medal.

The Grand Master's Australian Medal
CENTENARY FLYPAST TEAM RAAF

On 31 March 2021, the Royal Australian Air Force celebrated 100 years of service since becoming an independent Air Force, built on the foundations of the Australian Flying Corps. In that time, the Royal Australian Air Force has grown from operating wood and canvas aircraft, to become one of the most integrated and capable fifth generation Air Forces in the world today.

A significant element of the centenary celebrations was a flypast over Canberra showcasing past and present Royal Australian Air Force aircraft, including participation in the parade in which the Royal Australian Air Force was presented with a new Queen's Colour. The flypast culminated in a display over Lake Burley Griffin in Canberra by the Royal Australian Air Force aerobatic display team, the Roulettes. This effort was

organised and led by a small team of expert aviators, under the leadership of the Royal Australian Air Force's most experienced flying display director.

Planning for the event required significant and complex effort over a period of nine months, and culminated in the majority of the current Royal Australian Air Force inventory and over a dozen historic aircraft being represented in the flypast. In all, 57 aircraft with varying performance characteristics participated, many making multiple appearances over a period of ninety minutes. Flightpaths, holding patterns and timing gates were developed by the team to ensure a seamless and safe display was achieved. The display aircraft were supported by air-to-air refuelling assets and a coordinating Airborne Early Warning and Control aircraft. Participation was also coordinated with Australian Army helicopters, in recognition of the service from previously Royal Australian Air Force operated rotary-wing aircraft, and a Royal Australian Navy Seahawk helicopter that 'paraded' the underslung Royal Australian Air Force Ensign to the significant crowd.

Group Captain Tim Sloane and his team of four undertook all of the planning and liaison for the event. This included liaison with multiple Royal Australian Air Force units and organisations, the operators of the civilian operated historic aircraft, civilian and military air traffic agencies, and approval authorities from the Australian Defence Force and the Civil Aviation Safety Authority. During conduct of the event, all team members played an active role in ensuring formation timings, leadership, management, and safety were maintained.

Organisation and execution of the event was not without challenges. Due to the fluid COVID-19 restrictions, several team members spent some time in quarantine and were therefore required to continue their work remotely. COVID-19 also meant that the planned communications network was unable to be established, so the team quickly implemented an alternate solution. Further, one team member was isolated for a number of days due the New South Wales floods. The final hurdle overcome was the threat of a number of aircraft from Queensland based units being unable to participate due to the last minute COVID-19 lockdowns, requiring late-night contingency plans to be developed in the event the threat was realised.

Despite these challenges and the constantly changing environment, Group Captain Sloane and his team maintained a quiet determination to ensure the event showcased to best effect the past and present Royal Australian Air Force; which was a fitting tribute to the more than 350,000 Australians who have served, and the more than 11,100 of these who have paid the ultimate sacrifice.

On the day, the event went off without incident. That it achieved the aim of spectacularly and safely showcasing 100 years of the Royal Australian Air Force is not in doubt. Indeed, the significant crowd of both public and Australian Defence Force members surrounding Lake Burley Griffin burst into spontaneous applause at the culmination of the ninety minute series of timed flypasts and grand parade of heritage and current operational aircraft.

For their significant contribution, professionalism and dedication, and in true RAAF spirit – through adversity to the stars - Group Captain Tim Sloane and his Royal Australian Air Force Centenary Flypast Team (Squadron Leaders James Denton, Jason Gamlin, Christopher Rogers and Flight Sergeant Tim Muehlberg) are awarded the Grand Master's Australian Medal.

The Australian Bi-Centennial Award
STEVE PADGETT OAM

Steve Padgett has been in aviation since 1964. Steve learned to fly at age 16, winning a Royal Australian Airforce (RAAF) Flying Scholarship through the Air Training Corps (ATC), earning commissioned rank, Commercial Pilot's Licence and Instructor Rating aged just 19. Steve has over 3,000 hours flying experience and has flown numerous types of aircraft from gyroplanes to business jets.

Whilst remaining in the RAAF Reserve Forces as an Instructor to the ATC, Steve started a career in aircraft sales and marketing with Hawker de Havilland and launched his own business in 1978, going on to form Aeromil Australia (later Aeromil Pacific) in 1980. Steve represented major aircraft manufacturers Beechcraft, Learjet, Embraer and Cessna and was successful in achieving a number of international sales awards.

Steve has been instrumental in developing new aviation markets and business in the Asia Pacific region. He facilitated the start-up of several airlines in Australia, Papua New Guinea, New Zealand, Fiji, the South Pacific and Asia.

During the 1990s, Steve and partners acquired Austin Aero, Austin Texas, providing fuel and support services to major airlines and business and private aviation. As President of the company, the position afforded him considerable experience associated with corporate and commercial aviation in the USA.

In 1995, Steve moved his aviation interests in Australia from Bankstown Airport, Sydney to a greenfield site on Queensland's Sunshine Coast Airport in order to develop Aeromil and other opportunities. This initiative ultimately resulted in the purchase and construction of multiple hangars and facilities, the formation of Sunshine Express Airlines in 1998, and in 2002, the establishment of the Singapore Flying College Advanced Jet Training facility for Singapore Airlines. This has now become Universal Training Systems (UTS), providing advanced jet and turbo prop full motion simulation and related training for private, military, commercial and government organisations from around the world. Also, at the airport, Steve's personal business interests include Flight Options Pilot Academy providing ab initio, commercial and advanced pilot training to airline standards; Flight Options Charter and Aircraft Management and SJP Aviation aircraft sales and specialist consulting services

In 2002, another significant career milestone was achieved, Steve Padgett co-founded Alliance Airlines, acquiring the assets of Flight West Airlines which was in administration at the time. From two Fokker airline jets and 75 employees at inception, Alliance has grown into the pre-emanate Fly In Fly Out (FIFO) operator in Australia and, supplier of charter services to all major Australian airlines. With over 40 Fokker aircraft in service, the largest single fleet in the world, the airline is now a public company with over 600 employees and bases all over the country. Steve was founding Chairman of Alliance Airlines and retains that position today.

In 2005, Steve Padgett's company Aeromil Pacific secured the representation rights for Cessna and expanded business and infrastructure on Sunshine Coast and Bankstown Airports.

Under the guidance of Steve, Aeromil Pacific became one of Australia's largest and most successful privately owned and operated aviation companies, acquired by Hawker Pacific in 2015, with Steve appointed Deputy Chairman of Hawker Pacific (Australia).
As Chairman of the Australian Aviation Hall of Fame, a member of the Australian Air Force Cadets Foundation and life member of the Regional Aviation Association of Australia, Steve contributes to the industry which provided him with his start and his

career long passion for all things aviation and the people who work with him in it. Steve Padgett is recognised as a leader in aviation and has been acknowledged by his peers as one the region's top 10 people of influence.

In June 2019, Steve Padgett was awarded the Medal of the Order of Australia (OAM) for outstanding achievement and service. For making an outstanding individual contribution to Australian Aviation, Steve Padgett OAM is awarded the Australian Bi-Centennial Award.

The Sword of Honour
ROBERT JOHN POOLEY MBE

The name Pooley has been synonymous with PPL to ATPL training in the UK and overseas for 65 years. Robert Pooley, better known in aviation circles as Bob, joined the Royal Air Force in 1953 as an airman. He trained as a fitter on jet engines and was then posted to Germany to join 4 Squadron working on Vampires and Sabres.

He returned to the UK to complete his four-year National Service. He subsequently joined De Havilland's Field Service Department before transferring to DH Comet Flight Test. During his first year at De Havilland he completed his PPL(A) flying Tiger Moths and Austers. It was at this time that his interest in pilot training equipment started. His first kneeboard was made on the night shift at De Havilland.

He acquired a share in a Hornet Moth and entered the Swiss Watch Rally. John Cunningham's secretary Yvonne Pereira (now Trueman) got involved with the upkeep of the aircraft and so started a romance that led to an aviation wedding the following year.

Bob started a company called Airtour International which quickly grew, with their first offices at Elstree Aerodrome followed in 1965 by a factory in Cranfield. The first Pooleys Flight Guide was completed in 1962 with Yvonne typing up Bob's notes on DH paper. The product range started to expand and by 1964 they had completed the CRP-1 Flight Computer or wizz-wheel. Then in 1965 came the CRP-5, a product that continues to be widely used in ATPL training the world over. Pooley also produced a number of bespoke items included a calculator for Concorde.

In the late 70s, Robert married Lyn and their new home at Felden soon became the hub for editing the Flight Guide and in the early 80s, the base for editing the Air Pilots Manuals by Trevor Thom, the go-to series that revolutionised PPL training. Over 250,000 pilots worldwide have used the series and they continue to be the manuals of choice for the majority of schools in the UK.

Felden will be fondly remembered by many in the Air Pilots for the aviation garden parties that were hosted there. In addition, it was the launch site for the annual Heathrow Air Traffic Controller's London Heli Routes fly out organised by the Helicopter Club of Great Britain. Bob was an early member of the HCGB having gained his PPL (H) in 1967. He became Chairman of the Club and was instrumental in setting up the first World Helicopter Championship. Indeed, he went on to run the second Championship at Castle Ashby.

From 1964 Bob was deeply involved with the Army Air Corps. In particular as Trustee for the Museum of Army Flying Development and as a Director of their International Air Show. When the MOD cut funding for that event, Bob, in collaboration with the AAC and HCGB, ran its successor Helimeet.

He played an active role in the Royal Aero Club becoming Vice Chairman. He also became deeply involved in the Balloon Club becoming Chairman in the 1980s. At one time, Bob's company was making hot air balloons from their factory in Cranfield including one for the Army Air Corp. He gained his Ballooning licence in 1982.

Bob was also President of three Air Training Corps Squadrons, Vice President of the Guild of Aviation Artists and Vice President of the British Precision Pilots Association. He is an FAI International judge. He has also been a judge of the International Dawn to Dusk Competition founded by our late Patron, the Duke of Edinburgh.

Bob became a member of the Guild of Air Pilots and Air Navigators in 1964 and took office as Master in 1987. As he does with all his projects, he threw his heart and soul into improving the Guild and ensuring that it served aviators in the best possible way. The Guild's history records the impact of his ideas, many of which continue to shape the Honourable Company to the present day. His philanthropy and generosity within the aviation community has been a life-long commitment.

Even before setting up Pooley Sword, Bob donated swords to many aviation organisations including AOPA, Aerobility, the LAA and the Air Pilots to honour the outstanding achievements of the recipient. For his outstanding contribution to General Aviation, it is therefore very appropriate that Robert Pooley is a deserving recipient of the Sword of Honour.

The Myles Bickerton Trophy
STEVEN JONES

Steve Jones is a retired British Airways 747 Captain, former Red Bull Air Race pilot and Race Director, warbird display pilot and seed investor and company pilot for aerospace start-up, Electroflight Ltd.

Electroflight Ltd has recently completed the ACCEL (Acceleration of Electric aerospace) for Rolls-Royce, to develop and build the world's most powerful and fastest record breaking electrically powered aircraft.

Over a period of four years, Steve was instrumental in the cockpit HMI (Human, Machine Interface) design, positioning of powertrain controls and flight data requirements and was involved in ground testing before taking the aircraft to Boscombe Down for flight testing and record flying.

Steve, with his huge amount of air race and warbird experience, worked alongside Phill O'Dell, RR flight test pilot, to develop the best and safest method of operating and flying the electric NXT aircraft, which had very unusual flying characteristics, operating at the most forward centre of gravity limit and maximum all up weight. Steve also helped develop the best course through the record run track, developing the optimum turns to keep the speed/ energy.

The Electric NXT aircraft, 'Spirit of Innovation', flew for a total of thirty flights, with a total flight time of just under seven hours, covering 2200Km distance. Steve flew it eight times and gained four world records, three of them have now been ratified, with three of the records in one flight!

Steve's contribution to the advancement of electrically propelled aerospace has been huge, in both the control, cockpit HMI design and the safe operation of a high powered electrically propelled aircraft in this new emerging era of Electric Aerospace. Steve Jones is a thoroughly deserving winner of the Myles Bickerton Trophy.

The Hanna Trophy
STUART GOLDSPINK

Stuart Goldspink is a third-generation aviator. His Grandfather was in the Balloon Regiment that later became the Royal Flying Corps. His Father was a wartime Air Sea Rescue pilot, and also flew DC3s on the Berlin Air lift, before becoming a Captain with BEA on the Vickers Viscount.

Stu learned to fly in New Zealand aged just 17 ½, and on his return to the UK he towed gliders at Dunstable to build the hours needed for his commercial license. By the time he turned 21, Stuart was on the path to becoming a commercial pilot.

He worked for Bowker Air Services, aged 23, as a crop spraying pilot for eight years flying the Piper Pawnee. It was here that he started building his first aeroplane, a Pitts Special, which he went on to display and compete. He later flew the charter Boeing 757 the 'Black Pearl' around the world.

These days, walk up to any group of vintage aircraft owners, aviators or display pilots, and you'll be hard pressed to find anyone who has not heard of Stu Goldspink. Almost without exception, each would warmly describe him as an aviator and a gentleman.

At the young age of 65 years, Stu wields an incredible enthusiasm and passion for flying that radiates and ignites the inner aviator within the people around him. His enthusiasm and generous manner cemented him as an important crew member within a number of the biggest and most reputable vintage aircraft operators in Europe.

Despite retiring from a lengthy career in commercial aviation, Stu is never far from an airfield. At Duxford, Stu flies for The Fighter Collection and the Aircraft Restoration Company, flying and performing elegant displays in Spitfires, Mustangs, Hurricanes, P-40s, Bearcats, Corsairs, Curtis Hawks, the list goes on. At Old Warden, Stu frequents the familiar list of Second World War fighters but expands his talents to both First World War and even Edwardian era aircraft. There are very few people on the planet that can say they have displayed a monoplane, bi-plane and triplane at one event and on a single day. Similarly, this incredible pilot can also list another rare line on his flying CV. Stu is one of the very few individuals that will fly aircraft of three different generations, again at one event and on a single day, where he has displayed aircraft such as the Hawker Hurricane, Sopwith Camel and Bristol Box-kite.

At a number of these airfields, Stu goes by a number of nicknames; occasionally 'Stumpy' is used affectionately by those who know him. But sometimes you will hear him referred to as 'Mr Hurricane'. Stu is often the go-to man for most Hurricane flying, including test-flights and displays, in fact Stu has flown 12 of the Worlds 17 airworthy Hurricane's and Sea Hurricanes, excusing only three international examples and those operated by the Royal Air Force's Battle of Britain Memorial Flight. Stu's knowledge and experience on the Hurricane is and has been invaluable to those starting out on the type.

With nearly 50 years of flying behind him, Stu could be known for his knowledge, his aforementioned enthusiasm and passion, but above all most will note him as being a true gentleman. I have never seen him more the 20 feet away from an aircraft, he flies daily as if a Doctor prescribed him to do so, but despite being one of the busiest flyers I have ever come across, he always - without fault - has time for those around him.

The first real Warbird that Stu flew was the 1928 Nieuport 2 which can only be described as a fine air show machine. He progressed to WW2 aircraft after being asked to fly for The Fighter Collection at Duxford. Here he discovered his favourite aircraft of all time;

the P47 Thunderbolt, which he regularly displays with great aplomb. He can also be found displaying various aircraft in New Zealand as the UK season winds down.

For his many decades of outstanding contribution to the art of display flying of historic and vintage fighter aircraft, Stuart Goldspink is a worthy recipient of the Hanna Trophy.

The Derry and Richards Memorial Medal
PHILLIP O'DELL

Phillip O'Dell, known to everyone as "PoD", joined the RAF in 1984. After flying tours on the Buccaneer, Jaguar, and Hawk, he graduated from the French Air Force test pilot school at EPNER in 1998. He then served as Officer Commanding Research & Development Flight at MoD Boscombe Down, until joining Rolls-Royce in 2001.

Over the last 21 years, PoD has enjoyed a wide-ranging career as Chief Test Pilot and Director of Flight Operations at Rolls-Royce. He was the project pilot for the Hawk Adour engine upgrade and the Trent 900 engine development for the A380. He flew as a project pilot for the Rolls-Royce B747 Flying Test Bed during Rolls-Royce Trent 1000 development, as well as flying the company Gulfstream G450 and Spitfire PR.XIX. He was also instrumental in the "Vulcan to the Skies" project, eventually flying as one of the display pilots.

PoD was the founder and CEO for the Fly2Help Charity. Fly2Help introduces young children and adults to the career possibilities in aviation and provides air-adventures for those in need through its "Air Smiles" days. He has also served as chairman of the ADS Flight Operations Committee.

In 2018, PoD was part of a small team within Rolls-Royce that considered how the development of electric flight could be accelerated. Taking inspiration from the Schneider trophy's influence on piston engine development, they proposed that an attempt to break the FAI Speed Records for an electric aircraft could act as a catalyst for sustainable propulsion development. This concept became Project ACCEL (Accelerating the Electrification of Flight), and PoD acted as Project Test Pilot throughout the programme.

PoD's vision and determination was integral to the success of the ACCEL programme. The development of a novel and innovative propulsion required a rethink of many tried and tested flight test techniques. PoD's breadth of experience was invaluable, and he was able to draw upon knowledge gained both from high-technology data gathering engine trials and the handling skills developed from display flying high-powered warbirds. An example of this was in the development of a novel system for the distribution and display of electronic checklists and test-cards, which significantly improved safety

To break the record, a partnership was developed between Rolls-Royce and Electroflight, a pioneering electrical aviation company. PoD's leadership, warmth and good humour was evident throughout the challenges of building a record-breaking aircraft, especially with the additional challenges of the pandemic. Always leading by example, he built a high-performance test-team that managed to balance the boldness required for technological advance without ever compromising on safety.

The flight test programme fully tested PoD's skills as a test-pilot. The record attempt required him to extract maximum performance from a challenging aircraft in a demanding environment. The aircraft had limited directional stability, high control forces in pitch, poor field-of-view, and limited endurance. The behaviour of the

propulsion system itself was a significant unknown, and the very high levels of chemical and electrical energy stored within the battery system presented novel and potentially catastrophic hazards to flight. Every flight conducted was considered high risk. The aircraft's endurance was extremely limited, such that almost every flight was flown to a committed landing – with limited go-around options. PoD professionally managed all these constraints, flying accurately and safely throughout the programme.

At 15:45 GMT on 16 November 2021, PoD piloted the Accel aircraft to a top speed of 555.9 km/h over 3 kilometres, smashing the existing record by over 213 km/h. The aircraft would also break the class records for 15km and fastest time to climb to 3000m. More importantly, the programme showed the potential for electric vehicles within a sustainable framework for aviation. Phillip O'Dell's leadership, technical ability and flying skill were fundamental in the safe achievement of that success, demonstrating an outstanding contribution to the advancement of the art and science of aviation, and for which he is awarded the Derry and Richards Memorial Medal.

The Eric 'Winkle' Brown Memorial Trophy
JAMES KROMBERG

Mr. James F. "Flipper" Kromberg currently serves as a project test pilot, flight test, and engineering consultant at the 661st Aeronautical Systems Squadron, a combined United States Air Force acquisition, ground, and flight test unit in Englewood, Colorado. James is a consummate test professional with over 35 years of experience as a United States Marine Corps, United States Air Force, and contractor instructor test pilot, weapons and operations officer, programme manager, and Federal Aviation Administration Designated Engineering Representative. In 2021, he led a $100M testbed development effort aimed at providing a testing solution for next-generation airborne sensor development and operations. This effort included personally executing 31 medium-risk test sorties, encompassing 181 test points to characterise the flight performance of two repurposed 1960s-era C-9B aircraft, in both pre- and post-modification configurations. Additionally, in recognition of his test experience and expertise, James was selected to validate the integration of a new seven-blade propeller on the U-28A aircraft; the first-of-its-kind to be installed on a PC-12 commercial derivative aircraft. This testing was completed in only two weeks and reduced the aircraft's acoustic footprint, which is crucial to tactical Intelligence, Surveillance, and Reconnaissance (ISR) operations.

Aside from flight sciences testing, James played a key role in testing and fielding advanced ISR and battle management capabilities. This includes pioneering the off-board control of small Unmanned Aerial Systems by the U-28A, progressing from initial concept to an airborne demonstration in less than three months. This capability will facilitate tactical ISR in all weather conditions, allowing U-28A crews to "see" below the weather. Additionally, James coordinated the testing of an airborne, artificial intelligence algorithmic ISR analysis capability, which will facilitate Department of Defense (DoD) level data exploitation requirements; a capability aligned with the DoD's vision of a fully integrated and network-centric approach to battle management. He also introduced digital engineering to the C-9B testbed airframe, using intelligent iterative aerodynamic modelling in the design and engineering processes, cutting the project's optimisation timeline by 75 percent.

Finally, James' pilot expertise was instrumental in identifying C-146A Wolfhound take-off and landing data safety and capability errors in the aircraft's flight manual. This discovery not only led to the aircraft manufacturer correcting the aircraft's performance model, but it also boosted the platform's global airfield options by 30 percent and increased safety for all C-146A operators. James has exceeded all expectations and

has made exceptional contributions to the unit's flight test mission. For his outstanding achievement and contribution to the operational assessment and development of these aircraft and systems, James Kromberg is awarded the Eric 'Winkle' Brown Memorial Trophy.

The Master's Commendation
MAJOR TERRY CAMPBELL AAC

Major Terry Campbell joined the Army Air Corps in 1983 as a junior leader, completing the Army Pilot Course in 1992 and becoming a Qualified Helicopter Instructor (QHI) in 2000. He has amassed over 6300 flying hours on Squirrel, Gazelle, Lynx, Apache and most recently, Bell 212. He has had an extremely varied career, including operational tours of Northern Ireland, Kosovo, Bosnia, Iraq and Afghanistan. He steadily rose through the ranks, qualifications, and instructional roles, eventually reaching the summit of the Army Aviation talent ziggurat as an Army Aviation Standards Officer to the UK Apache Force.

Major Campbell initially flew Gazelle and, for a short while, Lynx in frontline Squadrons (Sqns) in the newly formed 16 Air Assault Brigade. He was pivotal in developing Air Manoeuvre doctrine and deployed on many operational tours flying Gazelle in the Counter-Terrorism role over Belfast and chasing down Balkan War criminals.

As the British Army began to field the game-changing AH-64D, it sought out the best aviators to operate this advanced and complex aircraft. Major Campbell was at the forefront of this work. Initially training on the AH-64A model in the US (and seriously impressing a seasoned Apache fraternity the process), Major Campbell was then one of the first instructors on the nascent UK Apache delivery program. He simply excelled. He has taught on every single phase of Apache training delivery: from Conversion to Type at Middle Wallop through Conversion to Role at Wattisham and then onwards to the frontline Sqns. It is no exaggeration to state that every single Apache pilot that flew in Afghanistan and Libya was trained at some point by Major Campbell. In a career dedicated to training and assurance, Major Campbell eventually achieved the summit as the lead Army Aviation Standards Officer for Apache training delivery. Commanding Officers sought him out for advice on how to deliver the Apache's battle-winning capability: from fighting over the deserts of Helmand province in the early days of Op HERRICK in Afghanistan, to driving weapons procurement for the new E Model Apache. Major Campbell has been there throughout, and no pilot has done more for UK Apache.

After 20 years of monocles and tandem cockpits, Major Campbell went back in time to pilot the venerable Bell 212 and moved 8000 miles to Brunei in Southeast Asia. His current tour is the sole QHI of a detached Sqn delivering Jungle Aviation to a wide variety of special users. His talent, wisdom and judgement have been pivotal to the success of this small but highly effective operation. Only last month, he delivered a flawless hoist extraction from a tiny winch hole in deep jungle, saving the life of a seriously ill casualty: in the words of the unit Training Officer with over 20 years of experience in various specialised roles: 'I didn't think they could do it; I have never seen better flying'.

Major Campbell comes to the end of a 30-year career in Army Aviation. His dedication, professionalism and outstanding talent has been pivotal to delivering our most important outputs in the most demanding of environments. All this is characterised by his humility, selfless commitment and humour, which makes him a joy to work and fly with. Few have achieved more than this man in a helicopter; and no one has done more for the training of our pilots. For his long and outstanding service and devotion to

Army Aviation and the good of all aviators, Maj Terry Campbell is awarded the Master's Commendation.

The Sir James Martin Award
DAVID HOWSON

Gretchen Haskins, CEO of HeliOffshore, summed up Dave Howson's contribution to aviation safety as follows:

"Over a 30-year Civil Aviation Authority career, Dave has tirelessly championed and delivered safety improvements into the offshore helicopter sector by driving forwards an extensive research programme. The innovative technology, regulatory enhancements and safety promotion that he has influenced and delivered has undoubtedly reduced the likelihood of accidents and increased their survivability".

Among many notable achievements, Dave secured funding to create algorithms that provide a timelier alert to helicopter pilots of the potential for obstacle, terrain, or water collision. This international programme involved participation from manufacturers, operators, energy companies and regulators, which Dave used to best effect through continuous engagement. Not content with a narrow implementation of the resultant Helicopter Terrain Awareness and Warning System (H-TAWS), Dave wrote it into an open-source design specification and championed its incorporation as a manufacturing standard. All the major rotary manufacturers have now committed to upgrading their software to implement H-TAWS, in recognition of its safety benefit. Simultaneously, in a further bid to reduce controlled flight into terrain events, Dave acted as the technical lead for several regulatory amendments relating to helideck safety. Resultant enhancements to deck lighting increase the ability of pilots to assess the state of the landing area, whilst improvements to netting reduce the risk of aircraft skidding, rolling, or pitching off the helideck.

In addition to his determination to reduce accident *likelihood*, Dave has also dedicated himself towards increasing the *survivability* of such events. Research findings after the tragic 2013 Sumburgh helicopter accident indicated that the cold-water gasp reflex might prevent appropriate use of underwater breathing devices that require individuals to initiate airflow by taking a breath inward. In response, Dave campaigned for the introduction of 'Enhanced Emergency Breathing Systems' that actively drive air into the mouth. In recognition of the huge improvement to underwater survival chances these devices enable, they are now standard in the North Sea and are being adopted internationally.

In parallel, additional workstreams championed by Dave increased the likelihood of individuals expeditiously egressing a helicopter from above or below water. Output included amendments to regulations pertaining to the size of exits and the seating distribution of passengers to take account of biometrics and the burden of submersion suits, whilst research to understand conditions that reduce egress opportunities, including the chances of safe exit in rough seas, resulted in amendments to regulations relating to the weather parameters for safe flight.

It cannot be over-stated what an enormous contribution to safety in the offshore rotary sector Dave has made through his quiet but continuous determination. His motivation is selfless, his passion infectious and his fortitude relentless. The global offshore rotary community and its passengers would be significantly less safe without the dedication shown by Dave. As such, David Howson is a worthy recipient of the Sir James Martin Award.

The Cumberbatch Trophy
DR RATAN KHATWA

Ratan Khatwa is an aerospace engineer who has dedicated over 30 years to improving flight safety in commercial and business aviation. His career has spanned several organizations where his numerous contributions to improved flight deck systems have enabled pilots to fly more safely and reliably.

After earning a Doctorate in Aeronautical Engineering (University of Bristol) Ratan joined the Royal Netherlands National Aerospace Laboratory for seven years, specializing in flight deck Human Factors (HF) assessments of terrain displays and take-off performance monitoring. He moved to Rockwell Collins in 1997 where he developed a HF design and certification process for business aviation flight decks and earned the President's Award for his leadership of the Flight Safety Foundation's Approach and Landing Accident Reduction effort. He was subsequently recruited by Don Bateman ("father" of GPWS) to join Honeywell Aerospace where he became a Senior Fellow and later Chief Engineer - Human Factors, overseeing HF design approval across Honeywell's flight deck systems. He recently joined Boeing where he serves as the Chief Strategist and Designer for flight deck HF.
Ratan has spent three decades as a global HF ambassador cultivating HF into all stages of avionics product development, successfully pioneering HF process excellence and driving the necessary organizational changes. He has taken key technologies from ideation through technology maturation into product development and successful certification of dozens of systems. His portfolio spans individual systems to integrated avionics solutions for Part 23, 25 & 29 flight decks. He has made significant contributions to the development of advanced flight deck systems such as EGPWS, RDR 4000 Weather Radar, Synthetic Vision Systems, TCAS, Auto Pilot Coupled TCAS, CDTI, Runway Overrun Awareness and Alerting System, RAAS, Airport Moving Maps, Uplinked Weather, Touch Screen Controls, and Cursor Control Devices. At Honeywell he provided HF oversight and guidance for integrated flight deck systems on new aircraft including the Embraer E2, Gulfstream G500, Pilatus PC 24, and Falcon 10X and for avionics upgrades on the Airbus 300, Pilatus PC 12, Gulfstream G650 and the Leonardo AW 139 helicopter. He holds fifty patents covering alerting, display, navigation, surveillance, and flight path management functions that are implemented in existing systems. His accomplishments earned him the Honeywell Chairman's Award and 5 Honeywell Tech Achievement Awards.

In addition, Ratan has authored over 75 technical publications focusing on human-centred design of flight deck systems and landmark flight safety investigations that transformed global safety standards for addressing Controlled Flight Into Terrain (CFIT) and Approach & Landing Accident Reduction (ALAR). He is a Fellow of the Royal Aeronautical Society and currently Chair of the GAMA Flight Deck Human Factors Design & Certification Working Group, a member of the Flight Safety Foundation's International Advisory Committee, the RTCA CEO HF Steering Committee, EUROCONTROL's Global Action Team for the Prevention of Runway Excursions, and is past Chair of EASA's Flight Deck Design & Certification Sub-Group.

Ratan has played a key role in leading global initiatives to define flight deck standards and shape flight safety priorities to benefit the entire industry and the flying public worldwide. No doubt his technological contributions have saved countless lives. Dr Ratan Khatwa is therefore a very deserving recipient of the Cumberbatch Trophy.

The Grand Master's Award
SQUADRON LEADER MARK PARKER RAF

The US announcement to withdraw from Afghanistan by 11 September 2021 precipitated a collapse of the Afghan Defence forces and state. The UK Prime Minister directed a Non-Combatant Evacuation from Afghanistan of all UK nationals, together with those Afghans to whom the UK government had a direct responsibility. Squadron Leader Parker departed the UK with his crew to lead the Number LXX Squadron detachment in the execution of an evacuation plan based on the assumption of benign conditions.

On arrival in Dubai the collapse of the Afghan regime was becoming obvious and the imperative changed from routine operations, to an overriding imperative to insert military personnel to protect UK entitled people. Thrust into this position, Sqn Ldr Parker used his exceptional leadership, to replan the entire programme and establish a base for the Non-Combatant Evacuation Operation. The original plan allowed 48 hours to establish the camp; Sqn Ldr Parker completed this in just 36 hours. In this time, he also prepared and planned for the first mission for his own crew.

As they departed that night, Kabul was still in government control but on arrival, the Afghan capital had been overrun and the airport was collapsing with an aircraft being abandoned on the runway in flames ahead of them. Unable to land yet with an imperative to get the soldiers on the ground, Sqn Ldr Parker held off, enduring below normal fuel limits to maximise his chances of inserting the now critically needed soldiers on the ground. Finally cleared to approach and far below minimum fuel, Sqn Ldr Parker commenced his approach. However, at 200 feet a convoy of vehicles entered the runway forcing him to go-around. Realising he would not have the fuel to commence a second approach following a full go-around, and realising the critical nature of his task, Sqn Ldr Parker expertly positioned the aircraft in a perfectly executed visual manoeuvre, showing his extraordinary flying skill. After offloading his mission critical troops, Parker managed to source some of the last available fuel, preventing an out-of-country diversion that risked strategic impact. As Sqn Ldr Parker taxied out to return to Dubai, his crew observed artillery fire landing very close to the aircraft and advancing closer. Sqn Ldr Parker informed the tower, who responded that "mortar rounds were inbound", before directing a gunship to support. At this point the airport finally collapsed. More incoming fire started to fall on the other side of the aircraft and the airfield was declared "under attack". Patient, gallant and calm, Sqn Ldr Parker repositioned his aircraft and waited until the armada of responding helicopter gunships had departed before seizing the moment to depart the airfield, "at his own risk". He recovered the aircraft and crew safely back to Dubai for the next mission.

Under intense operational and emotional pressure, Sqn Ldr Parker showed unwavering courage under fire, using exceptional airmanship and flying skill to successfully achieve his rescue mission while safeguarding his passengers and crew. The gallantry and leadership shown by Sqn Ldr Parker in the face of the enemy make him exceptionally deserving of recognition and he is accordingly a worthy recipient of the Grand Master's Award.

The Hugh Gordon-Burge Memorial Award
CREW OF AIR ASTANA EMBRAER 190

A standard airline crew were tasked with recovering an Air Astana Embraer 190 after a Check C in Portugal to the home base of Air Astana in Almaty, Kazakhstan.

On arrival Captain Aushev met up with the rest of the ferry crew – First Officer Karasholakov, and the Safety Pilot, First Officer Sokolov. The aircraft having been

signed off as “C” check complete, a normal pre-flight series of checks were initiated. Weather checks revealed that there were potentially difficult met conditions in Minsk – snow, low cloud base and reduced visibility. The plan was to fly a single approach to Minsk and then, if necessary, divert to Sheremetyevo airfield, Moscow.

On start-up it was apparent that a lot of rain had fallen – puddles forced the recalculation for a “contaminated runway” take off. Change of configuration (flaps 4 – close to a landing configuration), and full thrust. Finally, there were changes of runway between runway 22 and 04.

The trouble started about 10 seconds after becoming airborne, when small, unexpected oscillations in roll alerted the crew to a problem. The oscillations gradually built up, but the aircraft continued to climb (full thrust already selected). The crew experienced further un-demanded roll and yaw inputs, resulting in big changes to aircraft attitude – the aircraft was effectively uncontrollable. With the higher angles of bank, the nose dropped, and pitching to recover the altitude only helped as the aircraft rolled through a nearly-wings level attitude.

The major problem was that there were no indications as to the source of the problem, but the fact that the flight control software had been reloaded led to the initial conclusion that it was perhaps this which created the difficulty. So – first of all at 1000 ft after take-off, the autopilot was selected to see whether it could manage the situation. It was not able to do so. Then the crew coordination kicked in even more deliberately as the flap was raised by increments – each one confirmed by the safety pilot before selection. The least destabilising configuration was found to be with the flaps set at 1. It was then decided to selectively and separately disengage the control channels – first of all roll, then yaw, then pitch. The sequence was for confirmation that the two pilots were ready – then the safety pilot deselected the notified channel. In the meantime there were extreme excursions from level flight resulting in major changes to altitude and heading. The tendency was always to turn to the left. Given that the cloud-base on take-off was 300 feet there was no realistic chance to descend to VMC under control, so the clawing for altitude continued, hoping to get VMC on top. It was also decided that, given that an uncontrolled crash into terrain was a distinct possibility, the marginally better bet was to go for a ditching.

Having decided on ditching as the least dangerous way of getting down, repeated requests for a heading to the sea were required, the problem being that, with an aircraft which could not keep a steady heading “for more than 1 second” there was no way that such a course could be maintained. VMC was finally discovered at about 18,000 feet, but a frightening plunge had the aircraft in a near vertical descent, the altimeter unwinding so fast that it was unreadable, airspeed in excess of 350 kts IAS, loud aerodynamic noise and, as they pulled out as firmly as they dared –over the strident calls from the GPWS, a creaking sound from the airframe. As they pulled out, still IMC, the safety pilot saw a glimpse of a hill in front of them but decided it would not help the team to call that as they were doing the maximum to recover anyway.

ATC then offered a fighter escort from the Portuguese Air Force to help to navigate to the sea, and two F16s were scrambled to get to them. The join up was a little dramatic, in that the TCAS reacted vigorously to the presence of other aircraft, until the fighters modified their approach.

The engineers called forward with their list of tasks carried out during the C check, and they came to the “Aileron Cables Changed”.

If that was the core problem, then moving the aileron in the opposite direction would work. The engineers were dispatched to the cabin to report exact aileron deflection as a result of cockpit roll input. There was quickly confirmation that this was the crux of the problem.
Once again, the crew cooperation came to the fore. Each time a control input was being considered all three pilots cross-checked and confirmed before and during the control deflection.

The decision was to try for a suitable airfield with VMC and a long runway. The military air base of Beja was identified and a diversion initiated, with the F16 leading and with updated vectors from ATC. During the descent on finals the aircraft started rolling again as the natural reversion to traditional control inputs cut in. The decision was to go around (with no complicating change of configuration). At this point Captain Aushev realised that his tank was almost empty, and that FO Sokolov was fresher than the two pilots in the operating seat.

The role of captaincy could be defined as using all available resources to best effect to ensure the safe conclusion of a flight. It is here that Captain Aushev demonstrated that principle to the ultimate. Recognising his own fatigue, he allocated the seat and landing to the Safety Pilot, First Office Sokolov. Although this individual had been subject to same emotional stress as the others in the crew, he had not had the same physical workload. He was entirely familiar with the situation and understood what was required to execute a successful landing. The aircraft was still difficult to control, and, in fact, a second go around had to be initiated as another unstable approach was recognised.
It was then decided to use rudder only for directional control from very short final to touchdown.

For the next attempt the F16 was used to lead to a 3-mile short final. At a low height the aircraft was better set up for the unofficial runway 19 Left (a former taxiway) which was immediately in front of the aircraft. Permission to land on that was requested at short notice, and immediately authorised by the military controller, and a successful landing was accomplished.

For their outstanding behaviour and action throughout this incident, culminating in saving the lives of all onboard and the aircraft, Captain Aushev, First Officer Karasholakov and First Officer Sokolov are joint recipients of the Hugh Gordon Burge Memorial Award.

The Barry Marsden Memorial Award
442(T&R) SQUADRON RCAF
On 15 November 2021, 442 Transport and Rescue Squadron (442 Sqn) from 19 Wing, Comox showed exceptional dedication to their Search and Rescue (SAR) mandate in support of mass evacuation efforts caused by the unprecedented landslides that occurred near Agassiz, British Columbia (Canada). These unstable landslides stranded hundreds of travellers on highway 7 which necessitated immediate airlift evacuation of over three hundred civilians including children trapped between the rising river and the cliff face.

442 Sqn's primary Rotary Wing SAR asset, a CH149 Cormorant helicopter, was initially tasked to insert a Heavy Urban Search and Rescue (HUSAR) team who were to assist with the evacuation efforts. While they were enroute, the 442 Sqn leadership quickly realised that the potential for danger to Canadians was great and the need for more assets was imminent. On their own volition, and despite personnel challenges, 442 Sqn was able to deploy two more CH149 Cormorant Helicopters as well as their CC115

Buffalo (Primary Fixed Wing SAR asset) to assist with the evacuation of trapped Canadians. Within 2 hours from the initial call for help, 442 Sqn had three Cormorants with full SAR crews on scene working on evacuations.

Through inspiring initiative, expert coordination and stalwart airmanship the Cormorant crews were able to land on highway 7 in deteriorating weather and gale force winds despite the congestion and debris caused by the landslides. Utilizing the remaining daylight, 442 Sqn was able to safely complete the evacuation of 311 people, 26 dogs, and 1 cat. During this process, the Search and Rescue Technicians assisting the HUSAR team were able to assess many of the submerged vehicles and confirmed that the area had been secured and no further imminent danger to life was present. All assets were returned to base within 11 hours, ready to serve again, having completed the largest mass evacuation in Cormorant history.

The sense of duty displayed by all members of 442 Sqn in anticipating what needed to be done was evident from the technicians supporting efforts to launch all available helicopters, the crew members stepping up to volunteer to fly, and the leadership displayed by the command team as the crisis unfolded. These efforts quickly gained national attention and showed the resolve and dedication to Canada that 442 Squadron exemplifies on a daily basis. This performance is in keeping with the highest traditions of service and has brought great honour to the Royal Canadian Air Force and the Canadian Armed Forces as a whole.

The outstanding performance and contribution of 442 Sqn in this time of exceptional distress, contributing to the preservation of life during a natural disaster, is thoroughly deserving of recognition by award of the Barry Marsden Memorial Award.

The Prince Philip Helicopter Rescue Award
CREW OF 'RESCUE 151'

At 1431hrs on 08 March 2022, the Inverness SAR crew, Rescue 151 (R151), were requested by Police Scotland for a tasking to a 28-year-old male who had fallen on Ben Nevis, at 3600ft, CPR ongoing.

R151 arrived on scene at 1510hrs. Despite progressive attempts, wind speeds above 60 knots with severe turbulence meant a safe winching position or low hover was impossible. R151 landed at Halfway Lochan (1870ft) although significant aircraft power variations during the approach and landing made it extremely difficult to descend and keep the aircraft on the ground. After a thorough crew brief, the Winchman, with crampons, ice axe and First Response Bag, began his ascent whilst R151 deployed Lochaber Mountain Rescue Team (MRT) personnel; each serial requiring the utmost skill and concentration to land the aircraft without endangering it, the crew or MRT.

The Winchman saw a flashing torch up in Red Burn Gulley. With a direct route looking precarious he continued up the zig-zag path and soon met 4 people descending on all fours. They confirmed one deceased and 2 injured, one with a broken leg, and another group of 8, higher up, were struggling. It was 1630hrs and conditions were treacherous. Faced with multiple casualties with unknown injuries, a Major Incident was declared and additional MRT and another SAR helicopter was requested. R151 remained airborne as on-scene commander, providing the essential communications link between the Winchman (in cloud), MRT, the MRT base and UK Rescue.

The larger group were found exhausted and barely moving. Only one, a British Army Sgt, had an ice axe and crampons. He confirmed there were 2 crag fast walkers at the top of Red Burn Gulley; the companions of the deceased.

The Winchman, through a chance cloud break, saw MRT approaching the fallen casualty and could now focus on the crag fast walkers. With conditions deteriorating and, anticipating a night extraction, the Winchman asked the Sgt to assist.

R199 arrived on scene at 1730hrs. By now, 22 MRT had been deployed in extremely challenging flying conditions. After establishing an airborne deconfliction plan, the 2 crews deployed another 10 MRT as night fell before R199 returned to Prestwick.

Despite high winds and visibility below 20m, the Winchman eventually heard shouting and saw someone waving. The casualties were in a desperate state. Traumatised from their friend's fall, they were cold, exhausted, and difficult to motivate. Somehow, they had to cross a 20m, >20deg ice-covered slope. A technically challenging traverse without crampons was extremely dangerous. Each step cut into the snow/ice filled in quickly. The casualties were escorted in turn; the Winchman standing downslope to support their feet. With no margin for error, an ill-placed foot or fall would be catastrophic.

Already in white-out conditions, it had become dark and uncertain of his position, the Winchman updated R151. The Sgt obtained a fix from his phone and together they located the path; normally 2m wide, but now a 30cm snow-covered ledge. On one occasion the Winchman was blown off his feet and accelerated down the mountain before arresting his slide with an axe.

Multiple casualties, exhausted and barely standing, were descending the mountain. R151 exploited a short weather window to extract 2 groups, including the stretcher casualty with a broken leg. A 3rd extraction was aborted; night light levels were extremely poor and wintry showers significantly reduced visibility just after take-off. A lightning strike then lit the sky overhead and despite further attempts Halfway Lochan was back in cloud.

The remaining casualties were walked off the mountain; the deceased and the Winchman were recovered using the MRT's soft track vehicle. After 6 hours apart, the crew of R151 finally reunited at Torlundy before returning to Inverness at 2220hrs, 8 hours after the initial tasking. In total, 32 MRT were deployed to Ben Nevis; 24 casualties were rescued.

This highly demanding rescue was completed in the most extreme weather conditions. The winchman's actions on the mountain side demonstrated self-less tenacity and bravery in the face of the most demanding situation. However, the entire crew, faced with a developing multiple casualty scenario, displayed the highest standard of crew-cooperation, judgement and handling skills to ensure a safe outcome for those in danger. Accordingly, the crew of R151 are joint 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 – Captain Robert Dicker

NORTH AMERICAN REGION - ICARUS Devices

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ACADEMIC BURSARIES (CITY UNIVERSITY)

Awarded for MSc study at City University

Air Transport Management
Josef Khan
Lukas Rewers-Kusiak

*****

SCHOLARSHIP WINNERS

FLYING INSTRUCTOR (RESTRICTED) - FI(R)

SWIRE	-	SHUJAA IMRAN
DOROTHY SAUL-POOLEY	-	MARK GREENWOOD
NORMAN MOTLEY (AST)	-	FRAZER CONWAY

PRIVATE PILOT LICENCE – PPL

AIR BP 'STERLING'	-	ELISE HAMMOND
CADOGAN	-	ZAK WOLFSON
GRAYBURN	-	BRADLEY HILDRETH
DONALDSON	-	MALEHA KHAN
WIGLEY (BALPA BF)	-	GRACE KRIPGANS
LANE-BURSLEM (BALPA BF)	-	WILLIAM COOPER
BOB DAWSON (BALPA BF)	-	PHOEBE BUCKLEY
RICHARD BREAKSPEAR (DSFT)	-	JACOB NELSON
AIR PILOTS BENEVOLENT FUND	-	TILLY WATTS
SIR SEFTON BRANCKER (APT)	-	ROBERT HARRIS

AIR PILOTS GLIDING SCHOLARSHIPS

AIR BP	-	ROWSHON CHOWDHURY
AIR PILOTS FLYING CLUB	-	JACK HICKEY-WELSH
AIR PILOTS FLYING CLUB	-	ANNA TANSEY
AIR PILOTS FLYING CLUB	-	SARAH O'CONNELL
AIR PILOTS FLYING CLUB	-	NIGEL DECARDI-NELSON
AIR PILOTS FLYING CLUB	-	ABBIE HAYLOCK
AIR PILOTS TRUST	-	MOHAMMED OWASI KIYANI
AIR SAFETY TRUST	-	GEORGE ANNAKIN
AIR SAFETY TRUST	-	ALIZA MCKEE
AIR SAFETY TRUST	-	ROHIT KUMAR BAJAJ
AVIATION FOCUS GROUP	-	VERONICA MORMOL
AVIATION FOCUS GROUP	-	SAMI AKHTAR
DUKE MEMORIAL	-	PATRYCJA KOLODZIEJCZYK
DUKE MEMORIAL	-	LUCA KULACZ
DUKE MEMORIAL	-	TYLER OXLEY
DUKE MEMORIAL	-	ALEX DAY
DUKE MEMORIAL	-	KHALID ABDULGHANI
DUKE MEMORIAL	-	COOPER JONES
DUKE MEMORIAL	-	JOSEPHINE RIANI
DUKE MEMORIAL	-	OLIVER PERKINS
DUKE MEMORIAL	-	THOMAS FAIRCLOUGH
DUKE MEMORIAL	-	OLIVIA POHL
DUKE MEMORIAL	-	MAX WALTON
DUKE MEMORIAL	-	JADE LANGDON
POOLEYS	-	ALEX HEIRBAUT KITTERIDGE

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 2022:

MASTER AIR PILOT

Captain Clayton REID	1281
Major Timothy PASCHKE	1282
Captain Alasdair BEATON	1283
Captain Piers SMERDON	1284
Group Captain Terence HOLLOWAY	1285
Captain Richard SUTTON	1286
Major Matthew ROBERTS	1287
Lieutenant Commander Robert DOWDELL	1288
Squadron Leader Nigel EDWARDS	1289