



THE HONOURABLE COMPANY OF
AIR PILOTS

TROPHIES AND AWARDS 2024

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.

2024 awarded to: **COMMEMORATIVE AIR FORCE**

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.

2024 not awarded

The Master's Commendation

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

2024 awarded to: **FLIGHT LIEUTENANT PAUL WHARMBY RAF**

The Master's Medal

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

2024 awarded to: **CAPTAIN NEIL JEFFERS**

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.

2024 awarded to: **FLIGHT LIEUTENANT BENJAMIN DAVEY RAF**

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.

2024 awarded to: **CREW OF 'RESCUE 936'**

Captain David Kenyon

Co-Pilot: James Stewart

Winch Op: Richard Taylor

Winch/Paramedic: Steven Thomas

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).

2024 awarded to: **No. 3 SQUADRON ROYAL NEW ZEALAND AIR FORCE**

FLIGHT OPERATIONS

The Sir Barnes Wallis Medal

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

2024 awarded to: **MARIO CARRETTA**

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.

2024 not awarded

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.

2024 awarded to: **FLIGHT LIEUTENANT ADAM ROCHE RAF**

The Johnston Memorial Trophy

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

2024 awarded to: **AIR AND SPACE WARFARE CENTRE PROTECTOR TEST TEAM**

The Sword of Honour

Awarded for an outstanding contribution to General Aviation.

2024 not awarded

The Myles Bickerton Trophy

Awarded for outstanding flying achievement in General Aviation.

2024 not awarded

The Hanna Trophy

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

2024 awarded to: **CAPTAIN FREDERIC AKARY**

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.

2024 not awarded

The Eric 'Winkle' Brown Memorial Trophy

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

2024 awarded to: **AH-64E COMBINED FLIGHT TEST TEAM**

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.

2024 awarded to: **FLIGHT LIEUTENANT PEERS LYLE RAF**

The Cumberbatch Trophy

Awarded for an outstanding contribution to aviation safety.

2024 awarded to: **RACHEL FRICKER**

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.

2024 awarded to: **LIEUTENANT CHARLIE HOMER RN**

The Central Flying School Trophy

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

2024 awarded to: **LIEUTENANT COMMANDER ROBERT HUNT RN**

The Pike Trophy

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

2024 awarded to: **EVA CEH**

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.

2024 awarded to: **CIARÁN HAVERTY**

COMPANY ONLY

The Sir Alan Cobham Memorial Award

Awarded for meritorious service to the Company.

2024 awarded to: **DAVID and SHIRLEY HASLER**

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.

2024 awarded to: **LUKE GUMLEY**

The Australian Bi-Centennial Award

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

2024 awarded to: **GEOFFREY SARTORI**

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.

2024 awarded to: **CAPTAIN MARCUS GREY**

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.

2024 awarded to: **JOHN COOK**

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.

2024 awarded to: **JOHN KING**

Citations are listed in the order of presentation

CITATIONS

The Award of Honour

COMMEMORATIVE AIR FORCE

The Commemorative Air Force (CAF), founded in 1957, is dedicated to preserving and showcasing vintage military aircraft. Over the decades, the CAF has grown from a small group of aviation enthusiasts into a global organisation with a significant impact on historical preservation, education, and aviation culture.

The CAF's mission is to 'Educate, Inspire, and Honour' through flight and living history experiences. The organisation accomplishes that through many ways, all centred around the fleet of airworthy historic military aircraft. Today, the CAF boasts a collection of over 175 flying aircraft, making it one of the largest and most comprehensive assemblages of vintage military aircraft in the world. These aircraft are meticulously restored to their original flying condition, a feat that requires immense dedication, technical expertise, and financial investment. The CAF is not government funded; financial support comes through private donations. Through these efforts, the CAF ensures that these important pieces of history remain operational and accessible to the public.

The CAF is a 501(c)(3) non-profit organisation committed to educating the public about the significance of its aircraft, the historical events they participated in, and the people they represent. The organisation operates numerous educational programs, including airshows, school visits, and museum exhibitions. These programmes aim to inspire and inform, bringing history to life for audiences of all ages.

Central to the CAF's mission is honouring veterans who served and sacrificed during war. The organisation frequently hosts events that celebrate the contributions of military personnel, offering them the opportunity to share their stories and experiences. By connecting veterans with the public, the CAF fosters a deeper appreciation for their service and ensures their legacies are preserved for future generations.

The CAF thrives on the dedication of its volunteers, who contribute countless hours to the restoration, maintenance, and operation of the aircraft. There are less than 35 staff members who run the CAF. It is the volunteers, passionate aviation enthusiasts, who form the backbone of the organisation. The CAF's network of units across the United States and internationally creates a strong sense of community, bringing together individuals who share a common passion for aviation history and preservation.

As the CAF continues to grow, it remains committed to its core mission of honouring, educating, and inspiring. Future projects include expanding its aircraft collection, developing new educational programs, and increasing community engagement. The CAF's ongoing efforts ensure that the legacy of military aviation and the stories of those who served will continue to be preserved and celebrated for generations. For an outstanding and enduring contribution to aviation, the Commemorative Air Force is awarded the Award of Honour.

The John Landymore Trophy

CIARÁN HARVERTY

Ciarán won the Bob Dawson (BALPA BF) PPL Scholarship and completed his training with Redhill Aviation.

From the initial impression that he made upon the scholarship selection committee to the approach he adopted during his flying training, Ciarán 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. Ciarán'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, Ciarán Haverty is awarded the John Landymore Trophy for 2024.

The Glover Trophy

LIEUTENANT CHARLIE HOMER RN

Lt Charlie Homer showed ability, commitment and dedication throughout his time at 824 Naval Air Squadron. He stood out from a high-performing course with his impressive aggregate results from air, simulated, and ground school scores. Not only empirically the top pilot, but a highly professional individual actively involved in Squadron and Station life.

During Conversion-To-Type (CTT) training he quickly adapted to the aircraft and studied hard to understand the technical complexities of the systems. This produced an excellent set of preliminary results, notably during the general handling phase, indicative of a natural pilot. His adaptability, prioritisation and Crew Resource Management skills were identified by Staff early on as being above the standard expected, with burgeoning promise of a first-rate aircraft commander. Progressing to Conversion-To-Role (CTR), Lt Homer flourished with the addition of high-tempo, high-pressure tactical environments. Rapidly learning his role as part of a warfighting crew and embracing the complex Anti-Submarine Warfare (ASW) environment in which Merlin Mk2 thrives, he produced a faultless performance during an Active ASW serial against a Diesel-Electric Submarine in a Norwegian Fjord. In this most taxing of tactical environments, both above and below the water, his surefooted contributions made the effectiveness of the crew much greater than the sum of its parts. This was above the level expected of a front-line operator and this was commented on by Naval Flying Standards Flight, who were conducting an assurance visit to the Squadron at the time. In the subsequent Anti-Surface Warfare phase, his theoretical knowledge was once again proved far above that expected, and importantly he was able to replicate in the air across a number of sorties. Importantly, he again proved to be an invaluable crew member: fully at home with the tactics necessary to drive home success, cognisant of his role in the crew, and able to spur his compatriots both on the ground and in the air. Passing his final assessments to a very high standard, he left the Operational Conversion Unit displaying exemplary professional standards, with well-placed confidence, yet with humility and a sense of camaraderie.

Outside of his core role, Lt Homer worked hard to improve the social life for all ab initio students. Despite being in the Night Vision Goggle phase of the course (very demanding with intrinsically anti-social hours!) he volunteered to lead on the administration of the Taranto Night Wardroom event. The cornerstone of the Culdrose social calendar, he expertly blended a sense of historical occasion, memorial, tradition

and entertainment. A superb hockey player, he represented RNAS Culdrose several times including at the Western Regional Hockey Tournament, where the team came away victorious despite stiff competition. A key member of the team, Lt Homer was integral in this success. A consummate professional, Lt Charlie Homer is thoroughly deserving of the award of the Glover Trophy.

The Master's Medal

CAPTAIN NEIL JEFFERS

Captain Neil Jeffers is an exceptional emergency services helicopter pilot with a strong instructional background, trustworthy and reliable, and with outstanding people skills, who has consistently set high standards and has led by example within the dynamic HEMS environment (helicopter emergency medical services) for well over 25 years. For the last 17 years, he has served the London's Air Ambulance Charity (LAAC) for which he was the Chief Pilot for over 10 years.

During his service with the LAAC, he has captained thousands of missions, safely and quickly delivering the medics to a patient's side. Behind the scenes he has done so much more, including leading on the procurement of two new helicopters during the charity's 'Up Against Time' appeal (raising more than £15 million) and overseeing the introduction of extended flying hours.

LAAC CEO, Jonathan Jenkins, comments: 'Neil has been quite simply, a London's Air Ambulance legend, having achieved so much over his 17 years with the service. When he started in 2007, we only had one helicopter, we stopped flying at 6pm and were a much smaller organisation. He leaves having overseen the introduction of a second helicopter in 2015, the embedding of extended flying hours over the summer and two new H135 helicopters ready to serve London from October. Away from frontline work his focus on human factors has helped improve the whole organisation and his willingness to back our charitable endeavours, whether that be speaking at fundraising events, media work or volunteering has made a huge difference. At the frontline and behind the scenes we will miss his tireless contributions and constant support. He leaves with an incredible legacy and a pilot suit that will be very hard to fill'.

Whilst with the LAAC, Neil was also a Human Factors lecturer delivering Human Factors and Team Resource Management training for medics as well as delivering lectures and training to numerous Royal Colleges, the Armed Forces and the University of Stavanger. Neil is an Upper Freeman of the Honourable Company of Air Pilots, for which he delivered an excellent Tymms Lecture at the RAF Club in 2022 and a member of the Emergency Services Committee of the British Helicopter Association. He is twice (in 2013 and 2019) a winner of the AAA Air Ambulance Pilot of the Year award.

Neil has just accepted a leading HEMS role with Bristow helicopters and so continuing his outstanding aviation career. Before working with LAAC, he worked for HeliAir Ltd, one of the biggest training providers in the UK and one of the largest sellers of civilian helicopters in the world. As Chief Pilot, having set up a JAR OPS 3 Commercial Operation he was responsible for eight pilots and 12 helicopters providing VIP charter and aerial filming services. As their Chief Flight Instructor, he had overall control of three JAR Flight Training Organisations around the UK teaching PPL(H) and CPL(H). Other courses taught included night qualification, mountain flying and type rating courses for 7 helicopter types. Neil organised and led trips for up to seven helicopters to places including the Sahara Desert, Norway, Sweden and other destinations throughout Europe.

Prior to HeliAir, Neil was a member of the Honourable Artillery Company (TA) from 1993-2000 having passed the Patrol Selection Course and spent two years within the Squadrons, after which he was posted to Recruits Selection. Here, he was responsible for the recruiting and training of up to 50 new soldiers. He had a further posting to the Regular Army for one year to undertake Northern Ireland training prior to deployment.

In recognition of an exceptional career (to date) in aviation, but most especially 17 years as Chief Pilot of the London's Air Ambulance Charity, Captain Neil Jeffers is awarded the Master's Medal.

The Hugh Field Memorial Award

JOHN KING

John King is the most experienced and senior aviation journalist in New Zealand. He has been researching, recording and writing about the aviation industry for over 50 years, and today is the editor of the respected *Aero Historian* quarterly journal of the Aviation Historical Society of New Zealand (est 1958).

Growing up in Christchurch during the 1950s, John was influenced by all things aviation and in 1966 joined the NZ National Airways Corporation (NZNAC) in an administrative role. At the same time, he commenced his private pilot's training and ever since his favourite aircraft have been Austers and Tiger Moths.

He soon transferred to Wellington to join NZNAC's computer Department as a programmer on their new IBM mainframes. In 1972 when he prompted the airline to consider its domestic origins, he was commissioned to prepare a feature story about Air Travel (NZ) Ltd and its mid-1930s beginnings. The small airline inaugurated New Zealand's first licensed scheduled air service on the West Coast of the South Island, flying DH83 Fox Moth aircraft. This research and writing involved him accompanying a re-enactment flight in DH83 Fox Moth ZK-ADI, the aircraft used for the first air service. This flying and story-telling was the catalyst for his subsequent career blending both historical aviation interests and contemporary aviation industry commentary.

After launching himself into aviation-related photo-journalism, he sought training in writing and journalism, and with much experimenting soon became one of New Zealand's leading photo-journalists. Air-to-air photography became one of John Kings specialities, after many hours of practical experimenting wearing a harness and with camera pointing out the open door of a high-wing light aircraft.

Finding sufficient work in the 1980s was not easy but John soon earned a good reputation and became busy with a range of activities including Assistant Editor/Chief Photographer of *NZ Wings* magazine, Editor of *Sport Flying*, and a long stint as experienced Editor of *New Zealand Aviation News* from 2008 to 2022. He was also well-known for contributing all the photographs to the *Wings Over New Zealand* series of calendars from 1995 to 2013.

Over the years John has written nine books, copious articles and photographed most aspects of New Zealand aviation from the 1970s to the present time. His early books on New Zealand vintage aircraft were ahead of their time. Perhaps his most significant title was *New Zealand Tragedies: Aviation Accidents and Disasters*, published in 1995. Ambitious in nature, John brought his many years of aviation experience to produce one of the significant books of New Zealand aviation publishing, and still today one with practical benefits for all pilots. At the time John was also awarded the Duncan Campbell Award from the Royal Aeronautical Society.

In November 2021 he accompanied veteran pilot Stan Smith, in DH84 Dragon ZK-AXI from Auckland to Nelson to record the 100 years of aviation celebrations in that region. It was a fitting finale to his distinguished service as soon after the owners of *New Zealand Aviation News* changed direction (and not long after ceased publication), and John moved into semi-retirement. He was soon recruited to lead the publication work of the Aviation Historical Society of New Zealand Inc where his research and journalistic skills are invaluable. John is a Life member of the Tiger Moth Club of New Zealand and long-time member of the Sport Aircraft Association. and member of many New Zealand aviation organisations including AOPA NZ, and continues as Publicity Officer for the Honourable Company of Air Pilots (NZ Region).

For outstanding contributions to the recording, promotion and public awareness of New Zealand aviation - past and present - John King is awarded the Hugh Field Memorial Award.

The Sir Alan Cobham Memorial Award DAVID and SHIRLEY HASLER

For over 20 years the Court of the Company has been made welcome and has held its meetings and other various significant events at the Hall of the Worshipful Company of Cutlers.

The Beadle, or hall manager, at Cutlers' Hall during those past 20 years has been Mr David Hasler, ably assisted (for in-house catering) by his wife, Shirley. David's assistance to, and enthusiasm for the Air Pilots is renown, and he has been a stalwart supporter of the Company in general and the Court in particular throughout his tenure as Beadle at Cutlers' Hall. On multiple occasions he has gone well beyond his official remit and duties and responsibilities as hall manager in his efforts and willingness to accommodate or satisfy requests or requirements of the Court – he is an exemplar of the difference between 'satisfactory' and 'outstanding' service to the Court. It is not over-stating the fact that David's dedicated support has been integral to the Court's continued access and use of the Hall, and a reliable enabler for the long-standing relationship between the Air Pilots and the Cutlers.

In order to mark his and Shirley's retirement later this year, the Court would like to recognise their combined enduring support and service. Despite not being members of the Air Pilots, both have undoubtedly given meritorious service to the Company over an extended period of time, and David and Shirley Hasler are therefore jointly awarded the Sir Alan Cobham Memorial Award in recognition of their dedication and service.

The Pike Trophy EVA CEH

Eva Ceh (née Paul) is a Director and the Head of Training at The Pilot Centre (TPC) in Denham. Her 26-year journey at TPC, beginning in Operations and Instructing, showcases her unwavering commitment to aviation. As she rose to the role of Head of Training, Eva ensured that TPC became one of the most reputable and affordable flight training schools in Greater London. TPC's large fleet of well-maintained, advanced aircraft reflects Eva's vision and leadership.

Eva is regarded as a consummate, friendly, and approachable professional who prioritises safety. Her exceptional ability to identify student weaknesses and her commitment to helping them overcome challenges instils confidence in her students, ensuring they possess the skills, confidence, and attitude to pass their LST and act responsibly as PIC within some of the UK's busiest airspace post-license issue.

Eva's aviation journey is marked by significant milestones. After obtaining her Private Pilot's License in 1994, she pursued Aeronautical Engineering at Bristol University, graduating in 1996. She earned her Commercial Pilot's License and Flight Instructor Certificate the following year. Her dedication enabled her to gain her Flight Examiner Certificate, and by 2003, she had further developed TPC, acquiring the necessary qualifications and regulatory approval to deliver Flight Instructor Courses. These achievements exemplify Eva's commitment to her profession and the aviation community.

Over the years, Eva has taught in various GA aircraft, from flight school Cessnas and Pipers to the agile Citabria, as well as an array of private owners' aircraft based at Denham. This extensive experience has allowed Eva to accumulate over 13,000 hours of flight time, much of which can be attributed to training the next generation of GA and airline pilots.

Eva's pride in TPC's fleet is evident; from early 2000's, the fleet was equipped with Garmin 430 Nav/Comm. Over the past ten years, she introduced panel-mounted iPads with SkyDemon and Pilot Aware for additional conspicuity within the busy airspace around London and the Southeast. Further upgrades since have included dual Garmin G5s, Avidyne 440s, and ADSB-out transponders.

Eva takes immense pride in her duties, both as Head of Training and as a flight instructor. Because of the equipment installed within the flight school aircraft, numerous aviators have chosen to come to Eva for additional post licence training, specifically with reference to the use of moving map technology, this has resulted in more knowledgeable and responsible members of the aviation community.

Eva has fostered a community of knowledgeable and passionate aviators at TPC. From its modest beginnings in 1992 as a meeting place for pilots, TPC has grown to a school with 18 aircraft and over 20 full and part-time instructors, many of whom completed their instructional training with Eva. Her leadership and mentorship are sources of inspiration.

Many former instructional team members still visit Denham, assisting when able within their busy schedules at airlines or as Heads of Training at other establishments. They owe their opportunities to Eva. Current and prior staff describe her as an "all-round lovely person who doesn't give up on her students" and "kind, firm but fair, yet always approachable."

Eva has also grown the community of renters at Denham, creating WhatsApp communities to connect members and build new friendships, extending aviation beyond Westcott. These groups allow Eva to share safety updates, best practices, and lessons learned with renters and aircraft owners.

Eva is undeniably one of the most deserving Flight Instructors in our community. Her tireless dedication to instructing, running a busy flying school, and raising three young children is a testament to her exceptional work ethic and commitment. Her achievements command respect and admiration, making her a truly worthy recipient of the Pike Trophy.

The Sir Barnes Wallis Medal

MARIO CARRETTA

Mario Carretta has been with Dorset and Somerset Air Ambulance (DSAA) since April 2017. During his time there, Mario has flown in excess of 1,000 missions, enabling DSAA to reach and treat many hundreds of critically ill and injured patients. But Mario's exemplary airmanship is not the only reason why he deserves recognition. His unfaltering dedication to patient needs stands above many others in this role, whilst his professionalism and innovative ideas benefit not only the people across the two counties served by DSAA, but air ambulance services and their patients across the UK. Mario comes from a long and recognised military career as a test pilot and has experience working in an environment of innovation, designing new and better ways of working within the aviation industry. His creative and problem-solving abilities meant that he was in a prime position to make a game-changing difference to air ambulance operations at the start of the COVID-19 pandemic, and on an ongoing basis ever since.

At the time of the pandemic, initial guidance from Public Health England (taken up by the Civil Aviation Authority) stated that air ambulance services were unable to convey either known or suspected COVID-19 patients to hospital by air, (primarily because there was no barrier in place between the cockpit and the cabin, and the perceived difficulty of flying patients to hospital while wearing PPE). Mario was a driver of change at that time. He was at the forefront of testing the various types of PPE available and the affect that they had on air ambulance operations, he trail-blazed a new flight deck isolation barrier (COVID curtain) which separated the cabin from the cockpit and played a key role in the eventuality of changes to the aircraft's air conditioning system and new airflow separation procedures to ensure the system was in the correct configuration before a patient was loaded onto the aircraft. Less than two months after the initial guidance was issued, it was changed.

Mario's exemplary efforts in support of patients during COVID-19 was undoubtedly life-saving. Not only did DSAA go on to provide a critical care service for 19 hours a day every day during the pandemic, Mario played a key role in enabling DSAA to provide an additional COVID-19 transfer service, in support of the NHS across the UK, of which Mario flew many of those missions.

To this day, Mario is continuing that push for ongoing continued improvement by developing and introducing some of the first Performance Based Navigation and Point in Space (PiNS) approaches in the UK HEMS industry. In April 2023, the CAA announced that Henstridge Airfield, the base of DSAA, was one of five helicopter landing sites selected to benefit from the Global Navigation Satellite System (GNSS) Programme, run by the CAA and Department of Transport. The impact for patients of achieving functional PiNS approaches for air ambulances is significant. It will enable more patients to be reached for more days of the year. Mario's work will therefore enable more lives to be affected by air ambulance charities.

DSAA's flight operations are bound by CAA regulations that stipulate the minimum allowable cloud base to allow continued visual flying - with reference to ground features. If the cloud base is below the minima, flying in cloud using flight instruments is permissible, but only if there is a means to safely leave the cloud at our destination. For DSAA, this applies to visibility and cloud levels at Henstridge Airfield primarily, and then at destination locations. If the cloud level is below minimum visual levels at Henstridge, our Critical Care Team is unable to travel by air to reach patients. Furthermore, if they are on a mission and the weather deteriorates back at base, the aircraft could become stranded in a field or at hospital, resulting in a loss of operating hours and patients that require critical care may not be reached.

In the past 12 months, DSAA lost about 450 operational hours due to adverse weather conditions. PiNS navigation uses satellite information to construct a simple approach from a start point to an end destination and will enable DSAA to operate in challenging conditions; something that previously would not be possible. Mario's significant work over the past year on this project is another game-changer for patients in the South-West and fully supports the charity's commitment to reaching more patients who need critical care.

Mario's undoubted brilliance and empathy is felt by everyone at DSAA, the patients, their families and members of the public every day. Last year, he delivered intensive training to pilots, co-pilots and the clinical team around the use of night vision goggles and HEMS crewmember courses. This has enabled them to have reassured confidence and familiarisation around new equipment and solidifies improvements to the safety and culture of DSAA. Furthermore, the result of these actions are evident in the speed of turn around between missions, enabling DSAA to reach and treat more patients in need.

Mario is constantly looking at innovations to improve the service, developing the capability of the flight crew, as well as helping to create the next generation of HEMS commanders, through the introduction of multi-pilot operations. Further to his Unit Chief Pilot role, he took on additional roles with Specialist Aviation Services (his previous employer) such as being one of the company's Fleet Technical Pilots and their Chief Test Pilot and subsequently now with his new employer, Gama Aviation. In these roles, Mario has assisted in creating as smooth a transition as possible onto the next generation of HEMS aircraft, greatly increasing the aviation capability of operations at DSAA.

Mario serves the public in all he does. The needs of patients and their families and the DSAA team are central to Mario's efforts. In the past 12 months, Mario has demonstrated enormous energy and determination to further improve the life chances of the people he serves. Mario is an incredible airman and has demonstrated this operationally and through his governance activity in the past year. Mario's colleagues trust his judgement and respect and appreciate his kindness and humanity. His natural communication ability enables Mario's work to reach the public, patients and professionals. Mario is a true charity ambassador and is ever-present in supporting charity events and engagement opportunities. In recognition of his innovative and exceptional contribution to aviation, over many years, Mario Carretta is awarded the Sir Barnes Wallis Medal.

The Central Flying School Trophy LIEUTENANT COMMANDER ROBERT HUNT RN

Lt Cdr Hunt is a Qualified Flying Instructor with Number 207 Squadron, the UK F-35B Lightning Operational Conversion Unit in the Lightning Air Wing at RAF Marham. He has held the position of Central Flying School agent for the Lightning Force since January 2023. When the Force returned from Marine Corps Air Station Beaufort in late 2019, 207 Squadron was immediately called upon to start training pilots, despite incomplete infrastructure, a Station rapidly adapting to the nuances of F-35, and an immature training system lacking the necessary courseware and experience of working with the new type. The role of the Central Flying School agent was critical in setting the direction and standard for F-35 instruction, and Lt Cdr Hunt arguably shouldered greater responsibility than his counterparts elsewhere who benefit from more mature, less complex training systems.

Lightning is unique as the first Combat Air platform without a twin-seat training variant. Devising instructional techniques to account for this requires a non-traditional approach. Hunt spearheaded this work and devised novel techniques for instructing and supervising trainees remotely that leverage the 5th generation capabilities of the F-35 in this unique training environment. For instance, the use of advanced datalinks provides a way to supervise across cockpits that a traditional 4th generation platform does not.

As guardian of instructional standards on behalf of Central Flying School, his task was challenging. The churn of instructors in the squadron was significant, standing at a turnover of 65% in 2023. Further complicating this, the inflow of new Qualified Flying Instructors were predominantly transitioning pilots from other types undertaking the Qualified Flying Instructor course directly on completion of the transition course. Due to the immaturity of the Force and the requirement to grow the front-line, only 20% of all new instructors in 2023 have previous experience on-type. This necessitated an iron grip on standards and close supervision not only of the candidates, but also the small cadre of Central Flying School Accredited Instructors. This required Lt Cdr Hunt to engage in a significant amount of work to develop the instructors, conducting multiple briefs, workshops and individual coaching.

The instructor cadre reaped the benefits of his attention, with the award of B2 status to 4 instructors, and the award of A2 to 2 instructors in the same period. It is especially notable considering his multiple other responsibilities which included: Command Instrument Rating Examiner, full time Flight Commander, and Command Landing Signals Officer. Within the UK, Landing Signals Officer is a role unique to Lightning. Establishment of UK procedures and cadre of qualified personnel required extensive work since the reintroduction of carrier capable fixed wing aviation. Hunt oversaw the growth of the Landing Signals Officer cadre, vital to enabling the safe embarked operation of Lightning.

The Force is on the way to a Full Operating Capability and 207 Squadron is holding the line thanks to Lt Cdr Hunt's supreme efforts. For his achievement of excellence in the delivery of flying training leading to the development of the Lightning capability, he is awarded the Central Flying School Trophy.

The Brackley Memorial Trophy FLIGHT LIEUTENANT ADAM ROCHE RAF

Flt Lt Adam Roche, a Qualified Flying Instructor on the Air Mobility Force, was Captain of the longest A400M sortie in the history of the aircraft; an ambitious attempt to fly direct to Guam, USA, on Day 0 of the United States Air Force led Exercise MOBILITY GUARDIAN. This single task required more than four months of intensive planning, coordination, and innovation for which his pivotal leadership role is worthy of recognition.

ASCOT 4514 departed RAF Brize Norton at 0718Z on 3rd July 2023 with 14 crew on the long-range insertion sortie. The mission had been conceived to demonstrate both the aircraft, and the Air Mobility Force's, global reach into theatre. To be successful, the aircraft had to operate for more than twice the standard unrefuelled range of the A400M. The turboprop aircraft had only flown for more than ten hours on four occasions, with the previous record of 12 hours and 5 minutes set in January 2023.

Responsible for the operation of the aircraft and its safety, Flt Lt Roche led the team throughout, coordinating with enablers, Subject Matter Experts, and risk holders to plan the substantial task. The event was extensively analysed and brainstormed in

partnership with the Centre of Aviation Medicine to optimise human performance and flight timings through fatigue modelling, and to influence the creative design of a bespoke enlarged crew rest area to maximise mission success.

Significant planning effort had been invested into every possible contingency by Flt Lt Roche; including delayed departures, missed refuelling brackets, aircraft unserviceability en-route, crew swaps, and extended operating hours. Flt Lt Roche's decision and information briefs were delivered to numerous key leaders in advance of task execution and liaison with both local and service-level media had been expertly synchronised.

The large A400M crew, drawn from Numbers XXIV, 30 and LXX Squadrons, worked in three 7-hour shifts, following a great circle route over North Greenland, Alaska, and the Pacific. As one of the lead Air-to-Air Refuelling pilots on the fleet, an emerging skillset, Flt Lt Roche was rotated into action in each of the cycles making his contribution the longest and most critical of the mission. He skilfully executed three refuelling brackets with pre-positioned RAF Voyagers from Number 10 and 101 Squadrons: south of Iceland, and then to the North and South-West of Alaska.

The aircraft successfully arrived at Andersen Air Force Base in Guam at 0354Z on 4th July 2023 to much acclaim marking the end of the record non-stop flight of 20 hours and 36 minutes covering 7,950 nautical miles, smashing the global A400M record by more than eight and a half hours.

The mission has subsequently been lauded at both the US Airlift/Tanker Association and Airbus A400M Operators Conferences as an exceptional example of strategic messaging, force projection, and international cooperation. For his professional skill, physical endurance, leadership in flying, and management of both the mission and large crew during this outstanding contribution to air transport or transport aircraft operations, Flt Lt Roche is awarded the Brackley Memorial Trophy.

The Johnston Memorial Trophy

AIR AND SPACE WARFARE CENTRE PROTECTOR TEST TEAM

The Air and Space Warfare Centre Protector Test Team, comprising Number 56 Squadron and Protector Combined Test Team personnel, delivered the first flight of a UK military certified Remotely Piloted Air System in UK airspace in November 2023. With minimal resource and against an accelerated timeline, initial integration of the capability de-risked future operations of the largest and most advanced Remotely Piloted Air System to operate in UK airspace.

In May 2023, the Air and Space Warfare Centre was tasked to integrate and safely operate Protector at RAF Waddington, accelerating the first UK flight by six months. This presented airworthiness, infrastructure, and command link challenges as bespoke solutions were required, which had to be fully explored by the test team in designing a safe and effective 'first of type' test event.

To ensure success, the test team was fully reliant on integrating a military and civilian test enterprise (UK and US). The team leader ensured the availability of critical technical and safety information, and that a robust test plan could be rapidly put to the duty holding chain. This was made all the more impressive as the designated UK test crews were not available for planning, thus the team leader and lead Flight Test Engineer were required to study the system architecture and assimilate all capabilities, whilst simultaneously working alongside airbase and Civilian Aviation Authority stakeholders to ensure that the Remotely Piloted Air System-specific integration

aspects were appropriately designed into the plan. This included integration of the Remotely Piloted Air System Ground Operators, whose role included starting up the air vehicle and handing it over to the pilot, integration with all station services, consideration of Global Positioning System accuracy and instrument flying connotations, and integration into a bespoke UK airspace construct.

The uncrewed nature also presented further specific challenge in managing emergency scenarios. Noting the aircraft's use in the vicinity of civilian population for the first time, the planning of appropriate fail safes required intricate trials design to ensure all failures would result in a favourable outcome.

Through the first flight on 17 November 2023, the team successfully demonstrated the integration and operation of Protector by both aircrew and groundcrew. The ambitious target of first flight in 2023 was achieved. The trial produced an extensive array of recommendations and provided the critical foundations for further test, de-risking myriad programmatic elements.

Protector is an exceptional capability, bringing cutting edge sensors and effectors to the battlefield. The Air and Space Warfare Centre trials team's work in safely integrating it into UK airspace for the first time was critical in enabling future conversion training and operational training to permit these capabilities to be maximised. In delivering this novel test event on an accelerated timeline, without qualified UK crews, whilst catering for bespoke infrastructure and airspace requirements, the Air and Space Warfare Centre Protector Test Team delivered a totemic contribution to Defence outputs in its outstanding performance in the operation of this airborne unmanned system, and is highly deserving of the award of the Johnston Memorial Trophy.

The Sir James Martin Award

FLIGHT LIEUTENANT PEERS LYLE RAF

Flt Lt Lyle is a Typhoon pilot in Number II (Army Cooperation) Squadron. During the unit's operational deployment to Royal Air Force Akrotiri between September 2023 and January 2024, he held the critical additional duty role of Squadron Survival, Evasion, Resistance and Extraction Officer, directing a team of four Safety Equipment Technicians and two additional pilots fixing and assuring the integrity of the Squadron's essential personnel recovery equipment. He did this whilst also conducting his challenging primary duty: flying daily operational missions over Iraq and Syria in support of Op SHADER.

Displaying characteristic diligence, on assumption of this role he uncovered a latent fault in the Personal Locator Beacons issued to all Typhoon pilots on operations, which presented serious implications for an isolated pilot following an ejection in hostile territory. The fault would have prevented direct communications with the rescue coordination agency, which, in turn, would have severely hindered any subsequent rescue mission, presenting an associated risk to life. Recognising the need to increase his own professional technical survival equipment expertise, he quickly became thoroughly conversant with the item in question and instigated a methodical diagnostic approach to solving the fault. He liaised with multiple agencies across Defence, harnessing subject matter expertise from the Defence Equipment and Support organisation; the Joint Personnel Recovery cells of two United States Combined Air Operations Centres; and the United Kingdom Space Force. During this process he identified that this fault would not only affect Typhoon operations but would also impact all United Kingdom Force Elements' personnel operating with Personal Locator Beacons in the Middle East and Black Sea Joint Operational Areas. Resultingly, he communicated the severity of the problem to senior officers accountable for the risk and

cohered a joint response to tackle the problem. This ensured rapid theatre-wide understanding of the issue, testing to prove the issue, and precipitated immediate implementation of platform specific mitigation measures to reduce the risk to aircrew operating daily with the beacons concerned. His tenacity informed and directly contributed to the collective effort that subsequently identified the root cause and rectified it as expediently as possible.

Flt Lt Lyle demonstrated a dogged pursuit of the underlying problem, astute and innovative testing methods, and stalwart leadership of a coordinated multi-agency remedial effort. He worked swiftly and diligently to narrow the potential causes to the fundamental fault and determined the necessary rectification, all whilst fully cognisant that any delays to his investigations risked the safety of his colleagues. He demonstrated exceptionally astute critical thinking in identifying the problem and his subsequent perseverance and excellent leadership of the multiple agencies in resolving the matter are well above that expected of a junior officer of his experience. Flt Lt Lyle's actions are strongly indicative of his wider commitment to both the mission and his colleagues' safety. His diligence in pursuit of this critical safety matter may well save the life of a fellow aviator in the future. He is, therefore, highly deserving of the Sir James Martin Award.

The Grand Master's Australian Medal

LUKE GUMLEY

During the early 2000s, Luke Gumley gained an Airline Transport Pilot Licence and was appointed as Chief Pilot at the Royal Aero Club of Western Australia (RACWA), a position in which he excelled in fostering the values of safe aviation into hundreds of trainee pilots.

In 2010, Luke was appointed to a position of Executive Officer to the Civil Aviation Authority's (CASA's) Executive Manager Operations. He worked with distinction in this role before he was promoted to Regional Manager for CASAS's South Australia and the Northern Territory operations where he and his team were accountable for the aviation regulatory oversight of operators and maintenance organisations across the region.

Luke furthered his professional leadership ambitions by accepting a role responsible for the advancement of Australia's drone regulations at CASA. As head of Remotely Piloted Aircraft Systems (RPAS) for CASA (2017-2021), Luke led a multi-disciplinary team of policy, regulatory design, and technical specialists. In this role, Luke played a pivotal role in enhancing RPAS regulations in Australia, developing a robust regulatory framework that prioritises safety while promoting technological innovation. He also entered into wide collaboration and consultation with the RPAS industry. As a result of Luke's leadership, Australia has been recognised as a world leader in drone regulation for its readiness to support commercial drone operations.

Under Luke's leadership, in 2019 Australia became the first country in the world to approve a full drone home delivery service, marking a significant milestone in the integration of drones into commercial operations. Luke also led efforts to streamline regulatory approvals, including initiatives to standardise beyond visual line of sight (BVLOS) applications and trial digital airspace authorisations near major airports. By leveraging technology and embracing outcome-based regulations, Luke has demonstrated a commitment to fostering a culture of innovation while ensuring safety remains paramount.

In November 2021, Luke commenced a senior management position with Airservices Australia, Australia's Air Navigation Service Provider (ANSP), where he heads up the uncrewed services transformation program. In this role he leads the development of innovative solutions to enhance shared airspace and safely support increasingly growing numbers of new airspace users. This includes the future development of a digital air traffic management system to support the safe integration of uncrewed aircraft into Australia's airspace (Flight Information Management System or FIMS).

Luke has also been an advocate for diversity and inclusion within the aviation industry, successfully championing for the adoption of gender-neutral terms such as "remotely piloted" and "uncrewed" in place of "unmanned" when describing the Australian drone sector.

Luke has had 3 remarkable careers – in the flying training industry, at CASA and at Airservices Australia. His intellect, problem-solving, consultative, innovative and visionary work will serve Australia very well as we enter a new era in advanced air mobility. For his contribution to supporting the Australian aviation industry, CASA and at Airservices Australia, in successfully and safely moving into the era of drones Luke Gumley is awarded the Grand Master's Australian Medal.

The Australian Bi-Centennial Award

GEOFFREY SARTORI

Mr Geoffrey Sartori has made a significant contribution to the aviation industry across more than 50 years. In particular, Geoff has contributed to improvement in safety through a number of means.

At the end of 2023, Geoff finished up as the Board Safety Advisor to the Virgin Australia Airlines Board, a role that he held for almost 13 years through significant change including three Chief Executives, a number of different Boards, growth into long haul and wide body operations, voluntary administration and the re-emergence of the airline post the COVID-19 pandemic.

Geoff started his career as a pilot, flying for Trans Australian Airlines, as a Captain on Airbus A300 aircraft prior to the merger with Qantas Group in 1992 where he moved into a Fleet Safety role and flew as a Boeing 767 Captain. Through his time with Qantas, Geoff held a number of management roles in flying operations and safety, culminating in his role as the Head of Safety for Qantas Airways, a role he held for six years.

Geoff's extensive experience gained in management and his pilot background in safety, and flight operations, evolved a unique blend of capabilities. Geoff's hands-on approach, combined with high communication and rapport building strength, has seen him readily able to act as a trusted advisor to organisations and governments alike, able to successfully bridge the gap between board and management. As an effective change agent, he excels in the removal of barriers to change, for groups or the organisation as a whole.

Geoff holds an Advanced Masters of Business Administration from the University of Queensland. Summary of key achievements:

- Contributed to reviews and investigations on well renowned Global incidents and accidents.
- Provided safety support and advice to Airlines across the Globe, enhancing overall safety performance.
- Represented airlines on the International Air Transport Association (IATA) Safety Group. Contributing to improvements in Aviation Safety Globally.

- Contributed to Australia's promotion of Aviation Safety through his role as a Board Member on the Board of Safeskiies Australia.
- Contributed to the improvement of Aviation Safety across the Virgin Australia group through interactions with key leaders, mentoring, driving change and providing guidance on good safety practice.
- Contributes to the improvements in Safety across DreamWorld post the tragic accident in 2016, where four people were killed on the Thunder River Rapids Ride. This has been done through Geoff's advice and support to the Board and executive to implement Aviation like governance systems and processes.
- Mentored and developed many senior airline leaders across flying operations, safety and executive roles.

For his significant contribution to Aviation, particularly given his contribution to the advancements in Aviation Safety not only in Australia but internationally and his mentoring and development of new Aviation leaders, Geoff Sartori is awarded the Australian Bi-centennial Award.

The Captain John Ashton Memorial Award

CAPTAIN MARCUS GREY

Capt Marcus Grey is in his 40th year of service with Mission Aviation Fellowship (MAF), an international Christian organisation founded after WWII that aims to bring help, hope and healing to isolated people through aviation. MAF is operating in 29 countries and Marcus has served in the Arnhem Land, Papua New Guinea, Cambodia and Timor-Leste operations, as well as the MAF Training Centre.

In his 17,000 hours of experience in more than 25 aircraft types, Marcus has consistently upheld flight standards and safety, being the person largely responsible for shaping an entire generation of pilots who trained at the MAF Training Centre. Marcus' key qualifications include:

- Flight Instructor Rating (with more than 6,000 hours experience)
- Flight Examiner Rating (conducted more than 200 CPL tests)
- CASR Part 61.040 approval to conduct Examiner Proficiency Checks on other examiners
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Marcus currently serves as the CASA approved Head of Operations / Head of Checking for the MAF Training Centre, and the Head of Training and Checking for the MAF Part 135 Operation in the region. In the past he has also served as Chief Pilot, Chief Flying Instructor, Operations Manager, Area Manager and Base Manager in various MAF operating locations. He currently holds MAF approvals for Supervisory, Instructor and Check Pilot.

Marcus displays a consistent vigilance for standards and safety and can often be heard in Safety Action Group or Flight Instructor team meetings to say, "Hang on, I don't think we are addressing the real issues here..." or "I think we are in danger of...". He has always been willing to join meetings when called upon and has gone the extra mile to travel to various operating locations in order to carry out training and checking duties. An example of this is Marcus' repeated travel to the MAF operation in Timor Leste during the COVID pandemic, where he endured two weeks quarantine on arrival in Dili, and on return to Darwin, just to visit and carry out training and checking flights to keep the largely medevac-focussed flying operation going.

Marcus has been instrumental in the upkeep and creation of several Operations Manuals in the organisation, as well as extensive training material - from type endorsement questionnaires to medevac training course consultation.

Marcus' input as a trainer and examiner over the decades has made a significant contribution – not only to MAF pilots – but also other Australian, Papua New Guinean and Timorese pilots training in Australia. His commitment to uphold national aviation authority and organisational standards has been consistent. His expertise in training students from Australia and abroad is evidenced by the continued professionalism of many MAF pilots operating in some of the world's most challenging aviation environments.

For his service to the Mission Aviation Fellowship (MAF), especially his input as a trainer and examiner over the decades making a significant contribution – not only to MAF pilots – but also other Australian, Papua New Guinean and Timorese pilots training in Australia, Capt Marcus Grey is awarded the Captain John Ashton Memorial Award.

The Jean Batten Memorial Award

JOHN DAVID COOK

This Award is for an outstanding individual contribution to NZ aviation. John David Cook has spent a large part of his life administering and providing the supportive infrastructure to multiple New Zealand aviation organisations. He continues to serve to this day.

John firstly trained as an accountant and developed an interest in aviation slightly later in his life. He became a member of the Wellington Aero Club and owned a light four seat aircraft which he kept at the club. He was elected Club President where he served for over twelve years.

John participated in the wider aviation community, including the Royal NZ Aero Club, The NZ Aviation Federation on its formation, and the Royal Aeronautical Society. In addition, he became a Council Member of the Aviation Training Council, part of the NZ Government Industry Training Association. Today he remains the Treasurer of both the NZ Aviation Federation, having served as it's President from 1985-1999, and the Royal Aeronautical Society, NZ Division, having been Chairman of the Wellington Branch of the Society from 1998 – 2013, and Treasurer of the NZ Division since 2013.

Perhaps his most outstanding contribution to NZ aviation infrastructure was as a founding director of Aviation Services Ltd, now renamed Aspeq Ltd. This company was formed to be responsible for the provision of examinations for New Zealand flight crews and aviation engineers for the NZ Civil Aviation Authority. The company has been a huge success, and now provides professional examinations to over twenty countries in multiple disciplines, not just aviation. John's financial guidance undoubtedly played a big part in this success. A former Chief Executive of the company stated "John provided an immense contribution in guiding the company through the early years, especially from a financial perspective. Aspeq would not be the global company that it is today without John's input."

In addition to his aviation related commitments, John has contributed both his time and talent to many non-aviation organisations, including the Arthritis Foundation of New Zealand Inc, Barnardos New Zealand, and the National Heart Foundation. In 2014, in recognition of his service to NZ aviation, the Royal Aeronautical Society NZ Division awarded John a Meritorious Service Award. For his outstanding contribution to NZ Aviation for over forty years, John Cook is awarded the Jean Batten Memorial Award.

The Winkle Brown Memorial Trophy AH-64E COMBINED FLIGHT TEST TEAM

The AH-64E programme was conceived on the basis of capability sustainment and despite the notable increases in capability afforded by the new generation of E-model Apache, the intended T&E plan was designed on the basis of using existing US evidence to the greatest possible extent and therefore at inception limited involvement was conceived for UK test personnel. Indeed, the initial scope was limited to the carriage and release of UK countermeasures and assessments of other limited UK specific modifications.

As the programme progressed, a small number of UK Test Pilots and Evaluator Aircrew completed aircraft qualification courses in the USA, providing a cohort of test professionals to assist in bringing the AH-64E into service, as well as planning and delivering the now rapidly growing T&E requirement on the platform. As the planned interim Release to Service date loomed, it was apparent that there were increasing evidence shortfalls and a recognition that left untreated this would delay significantly the delivery of front-line capability. With only several months' notice, members of the Aircraft Test and Evaluation Collaboration (ATEC) consisting of military Test Pilots with specialist support from QinetiQ, were tasked to generate a Military Permit to Fly (MPTF) and associated Air System Safety Case to commence flying activity in an endeavour to keep the program on track. This represented a huge amount of work, which was conducted at pace to minimise any subsequent impact. With these documents in place, UK Test Pilots conducted the first ground runs and flights whilst awaiting the interim Release to Service document and the MAA Airworthiness review of the new aircraft.

With an initial RTS in place, the operational assessment could commence in earnest, systematically planning and executing trials activity to baseline the new operating capability and developing operating procedures to maximise the capability to front line users. This wide-ranging activity included assessment of new data communications, trials to assess operations in a GPS denied environment and the assessment of the UK specific defensive aids equipment. The latter task commenced first with IR and RF signature measurements conducted as side-by-side comparisons between the previous Mk1 Apache and the new E-model aircraft variant. Later activity developed radar break-lock manoeuvres and assessed the effectiveness of the IR and RF countermeasures whilst developing a working knowledge of the means of programming and operating the defensive aids system with the associated Electronic Warfare mission data files; essential to provide credible platform protection against contemporary adversary threats. The conduct of such activity required complex trials planning involving a collaborative approach using multiple stakeholders from with the MoD, DSTL and industry, led by test personnel from the Army Test and Evaluation Flight and the Rotary Wing Test and Evaluation Squadron.

Other significant areas of activity have related to the AH-64E weapons systems with the conduct of an operational effectiveness assessment of the Area Weapons System characterising the performance of the modified gun and making subsequent recommendations on the application of fire, currency and competency to maximise operational effectiveness. Similar activity has been conducted in conjunction with the US Army Test & Evaluation Centre in the US such as activity to expand the weapons release envelope of the Hydra rocket system, with UK test personnel conducting collaborative flight testing with US colleagues. This novel approach to the test campaign maximised the efficiency of the testing conducted, ensuring the greatest read-across of the generated evidence whilst reducing the period from test to front-line clearance.

Crucial also to the development of the new capability over this period, was a series of assessments of the flight simulator training devices in which RWTES test pilots deftly

identified and championed a novel approach to the assessment and certification of the devices. This approach permitted the earliest possible commencement training of training date for the front line, minimising transition delays.

Throughout this assessment and development period, UK test personnel have approached activity in novel and innovative ways, looking for new approaches and partnering opportunities to maximise the collective benefit and efficiencies of the conduct of AH-64E flight test. These individuals have worked tirelessly with the Delivery Team, Release to Service Authority and transition team staff, reviewing and analysing recommendations and evidence from US authorities to increase capability and to offer critical advice on safe aircraft handling and the merits of proposed equipment modifications. In doing so individuals have worked at pace, overcoming challenging obstacles and demonstrating perseverance and dedication to the bringing in of this capability into service, making an exceptional contribution to the delivery of this capability. The team members are therefore collectively awarded the Winkle Brown Memorial Award.

The Hanna Trophy

CAPTAIN FREDERIC AKARY

Capt Fred Akary is an Air France captain on B777 having previously flown Caravelle through to B747 and has 18000+ flying hours. However, he is best known for being one of the foremost aerobatic and warbird display pilots in Europe.

Fred started his aerobatic career in such aircraft as the CAP 10, Pitts, Zlín, Stampe, and Sukhoi types. He was an aerobatic instructor for 9 years on the CAP 10, was a member of the French Unlimited Aerobatic Team, and took part in the 1995 European Championship. He started doing Airshow displays in 1989 and was the demonstration display pilot for the Pitts S2B and Tech Aero TR200/300 at the Paris Le Bourget Airshow of that year. He continued to display unlimited aerobatic aircraft throughout Europe and quickly earned a deserved reputation for not only being a superb display pilot but one who strived for the highest safety standards in the display. He has long worked to gain standardisation in display rules and has used the UK standards as an exemplar.

In 2008 Fred commenced Warbird flying and his thrilling displays in the Hawker Sea Fury were seen throughout Europe and the UK. Fred was one of the few European pilots awarded a UK Display Authorisation. He concentrated on the Sea Fury believing that the individual focus on that type was consistent with getting the best performance from the aircraft – and this was evident in his thoroughly professional displays. This skill was recognised by being approved to display this very powerful piston fighter at Courchevel in the French Alps in both summer and winter. In 2011 his displays at the Le Bourget Paris Airshow stole the show.

In 2013 Fred commenced flying the iconic American fighter the P51D Mustang. Again, he focussed his displays on this single aircraft and quickly became accepted as one of the best exponents of this fighter. His final displays in 2017 of this type, at his home airfield of Avignon, were an elegant masterclass in the exhibition of a high-performance World War II aircraft.

In 2018 Fred made the transition to vintage jet fighters and, consistent with his desire to get the most thorough grounding in these aircraft, he undertook an extensive period of training in the US. During this period, he flew the North American T2 Buckeye, Mig 15, and achieved FAA accreditation on the F86E Sabre. Since that time, he has displayed the Sabre with the same professional skill and flair that he achieved with his previous piston engine fighters. Flying the Sabre he has also completed formation

displays with Eurofighter, F35, F104 Starfighter, and with other vintage jets such as the Me 262 and Mig 15.

Fred Akary is the very best example of a highly skilled display pilot who strives for excellence and safety in all he does. He has thrilled countless thousands of people across Europe with his displays in iconic warbird aircraft. He is a master of his craft and is a very worthy recipient of the award of the Hanna Trophy.

The Master's Commendation

FLIGHT LIEUTENANT PAUL WHARMBY RAF

Flt Lt Paul Wharmby joined the Royal Air Force in January 1983, launching into an aviation career spanning over 41 years of meritorious service. Wharmby has accrued over 5,000 hours of fast jet flying, dedicating himself to a life of duty and service and is currently the oldest serving pilot, still conducting fast jet flying duties, in the UK Armed Forces.

Qualifying as a Tornado GR1 pilot in 1988, he was assigned to 617 (The Dambusters) Squadron during the closing years of the Cold War, earning his Combat Ready status in the Nuclear Strike Role. In January 1991, he flew one of the first missions as part of Operation DESERT STORM. Going on to fly 18 gruelling combat missions, Wharmby operated at the very vanguard of Allied offensive capability, neutralising Iraqi airfields and multiple aircraft. His demonstration of the utility of Combat Air against an enemy equipped with a technologically advanced Integrated Air Defence System was the exemplar.

Flt Lt Wharmby joined 1 (Fighter) Squadron, in 1992, operating the Harrier GR7, once again returning to the Iraqi skies in support of Operation WARDEN. While flying over enemy territory, his formation was engaged by a hostile surface to air system and his formation lead suffered significant airframe damage. Displaying supreme courage under fire, and assuming the lead, he shepherded his formation to safety in Turkey. As a Harrier Qualified Weapons Instructor, he maintained his drive to share his knowledge and professional expertise, developing junior pilots and aviators alike. He left the Harrier Force with an impressive 2,184 hours on type.

Flt Lt Wharmby's ground tours included the Ministry of Defence, Joint Services Command and Staff College and coordinating air power during Op HERRICK from Coalition headquarters in Kabul. On promotion to Wing Commander, he completed multiple tours as Officer Commanding Operations Wing at Royal Air Force Valley. During this period, he received several accolades for his motivational transformation of the Wing and outstanding work introducing Total Safety. Latterly, his natural habitat the sky, he became a Qualified Flying Instructor (QFI) on the Hawk T Mk1 and the Senior Operator for the Royal Air Force Aerobatic Team, the Red Arrows.

As a Full-Time Reserve Service Hawk T Mk2 Instructor, he continues to employ his infectious enthusiasm for aviation, training the next generation of Royal Air Force and Royal Navy fighter pilots. The trainees on XXV (Fighter) Squadron hugely appreciate his counsel and vast wealth of experience. Flt Lt Wharmby is a trusted mentor to both the junior QFIs and the squadron executives.

For his exceptional four decades of dedicated service to the Royal Air Force and the combat capability of this nation, Flt Lt Paul Wharmby is awarded the Master's Commendation.

The Cumberbatch Trophy

RACHEL FRICKER

For more than 25 years, Rachel Fricker's subject matter expertise in Forensic Chemical Investigation and Fuels and Lubricants (F&L) has been vital to enable Navy Command (NC) and defence-wide military aircraft deployments. She leads a small, highly specialised, team providing scientific analysis, advice and investigations in support of this work.

The scope of her work encompasses both immediate operational advice and strategic development of new capability for military aviation. This includes:

- Developing and delivering health monitoring programmes for military aircraft fuels and lubricants
- Rapid analysis and scientific judgement to support risk assessment of aircraft materials failures or contamination issues (individual aircraft or fleet wide) to maintain aircraft operational availability.
- Engagement with internal and external partners including NATO to ensure strategic development of standards in line with UK military needs.
- Development and championing new technology to develop NC capability (including partnering with academia, industry and OGD)
- Forensic chemistry analysis to military and civilian aircraft crash investigations
- Development of her team of specialist scientific staff

Rachel is a worldwide acknowledged expert in fuels and lubricants and has undertaken over 1000 investigations into military aircraft material-related issues. She has led the chemical investigation elements in establishing the cause of every recent UK military and many civil aircraft accident investigations in which material failure was implicated. Sustained over many years, Rachel's immense contribution to military aviation has been achieved through a combination of professional expertise, partnering with industry, academia and international partners. She uses effective dynamic prioritisation to ensure that she continues to meet the conflicting demands of delivering fluid monitoring programmes, urgent operational high-profile investigations and her strategic goals.

Rachel puts in many additional hours to meet operational timescales and develop her phenomenal expertise. She has invested in developing her inexperienced team to become adept in providing necessary support. She uses innovative approaches, combining projects and leveraging work to extend her scientific knowledge. By doing this she exceeds her urgent operational and capability development objectives in terms of quality and quantity.

Her career has seen her as the crux solution provider in numerous airworthiness issues. To list them all must be beyond the scope of this citation but a flavour of the strategic, analysis and urgent operational advice is given in the brief examples below:

- **Fuel:** On numerous occasions, Rachel's experience and judgement allowed her to provide credible advice that allowed ship-borne aircraft to remain operational when aviation fuel did not meet specified requirements. This enabled both continued safe operational availability but also retention of quantities of aviation fuel, limiting potential environmental damage and significant costs.
- Rachel contributes significant operational experience to the development of fuels standards to introduce greener fuels and in particular the scientific assessment of on older fuel systems and seals such as in historic aircraft. Her advice continues to be utilised by OEMs to give clearance for their helicopters to use alternative fuels obtained in the US.

- Rachel's forensic science investigations have supported every military and many civilian air accident or serious incident in which materials performance have been implicated including the recent F-35 and Hawk incidents where Rachel investigated both materials aspects of the crash, but also the survival equipment.

Over the years Rachel has provided similarly challenging and significant scientific advice to all of the Rotary Wing and Fixed Wing military air platforms, delivery teams and Aviation Duty Holders. Her expert recommendations build on a foundation of scientific excellence and many years' experience enabling her to lead stakeholders to informed risk positions that maximise operational availability. For an outstanding contribution to aviation safety, Rachel Fricker is awarded the Cumberbatch Trophy.

The Hugh Gordon-Burge Memorial Award FLIGHT LIEUTENANT BENJAMIN DAVEY RAF

On 15 January 2024, Flt Lt Davey was the wingman of a Typhoon FGR4 formation tasked with a six-hour night operational sortie over Syria. During the final Air-to-Air refuelling (AAR) bracket prior to recovery to RAF Akrotiri, Flt Lt Davey's aircraft developed a complete Cockpit Symbol Generator (CSG) failure leading to a totally dark cockpit: Total loss of the Heads-Up Display (HUD) and all head down primary instruments and displays. Simultaneously, the canopy demist system unexpectedly reverted to maximum flow: generating a sudden, noisy and disorientating airflow increase. Remaining in AAR contact without a HUD reference, Flt Lt Davey calmly reset the CSG and recovered the primary displays sufficient to complete refuelling safely.

During the two-hour transit home, Flt Lt Davey's aircraft suffered total loss of the CSG on a further three occasions before eventually failing completely. This required him to fly the aircraft using head-down, standby instruments whilst initially maintaining formation deconfliction via Night Vision Goggles alone, which quickly became impossible as he entered medium-level cloud. Flt Lt Davey calmly informed his lead of the problem, assured formation deconfliction and formulated a sensible plan. Having assumed the lead of the pair, he then suffered a single radio fail, leaving him with one functional communications system to converse with both Air Traffic Control and the other Typhoon.

Flt Lt Davey then executed a faultless singleton instrument recovery to RAF Akrotiri, at night and in poor weather, on head-down displays and secondary instruments. The aircraft was safely recovered without further incident.

Flt Lt Davey's calm approach to a rare and compounding emergency in the worst possible conditions demonstrates an outstanding standard of airmanship, skill and judgement. Whilst all Typhoon pilots are trained in the use of standby instruments and reversionary procedures, their use is rarely needed in the grip of a night operational sortie, in foreign airspace, and with challenging weather considerations. The Crew Resource Management strategy across two single-seat cockpits, Air Traffic Control and the Voyager was exemplary, especially when left with a single radio, and it generated the capacity to successfully deal with a disorientating emergency. A difficult instrument recovery was flown with precision leading to a safe landing.

It is testament to Flt Lt Davey's calm, methodical professionalism that this rapid escalation of risk ended without incident. His faultless emergency handling highlights the highest standards of airmanship and presents a fine case study for less experienced aircrew who can become better, safer aviators as a result. He is therefore awarded the Hugh Gordon-Burge Award.

The Barry Marsden Memorial Award

No. 3 SQUADRON ROYAL NEW ZEALAND AIR FORCE

Over the period 11-14 February 2023, Cyclone Gabrielle, a severe Category 3 Tropical cyclone hit the North Island of New Zealand, devastating parts of the Northland, Auckland, and East Coast and Hawkes Bay regions. Gabrielle created record rainfall of 400mm in the first 12 hours, wind gusts of 140km/h, and waves as high as 11m along the coast. In response to the gravity of the situation, the New Zealand government declared a National State of Emergency on 14 February, resulting in the mobilisation of New Zealand Defence Force (NZDF) elements that included 3 Sqn.

The squadron is the sole tactical rotary unit of the Royal New Zealand Air Force. The main function of the squadron is to support the NZDF, with obligations to the Government and its agencies, including a domestic standby requirement for Search and Rescue, natural disasters and occasions of national significance.

In anticipation of Gabrielle making landfall, the first NH90 helicopter and crew were repositioned to Auckland on 11 February. They were able to provide an immediate response helping to evacuate residents, complete airborne reconnaissance and photography, and the movement of cargo and personnel - including vital cancer medication and medical supplies for the local hospital. The most significant contribution was in responding to the impact of Gabrielle in the Hawkes Bay with multiple rivers bursting their banks causing extensive flooding. This resulted in loss of life, the isolation of people and numerous communities, and the damage or destruction of property, including essential power and communications networks. Once Gabrielle had passed, an NH90 helicopter was deployed to the Hawkes Bay on 14 February 2023. As understanding of the devastation grew, an additional three NH90 helicopters and crew were dispatched. An A109 helicopter would later contribute to the effort providing essential personnel and supplies.

The crews immediately commenced operations rescuing numerous people (including children and animals) stranded on the roofs of their homes, where floodwaters had almost completely submerged single-storey houses. At the end of the first day, a total of 23 people (and five dogs) were rescued. A significant number of these were completed by hoist under demanding conditions, testing the limits of all involved. One rescue of note saw an individual with an existing spinal injury needing to be recovered from their bedroom on the second floor. The NH90 winch person completed forced entry through the bedroom window, enabling the patient to be moved to the roof, winched into the helicopter and evacuated to Hastings hospital.

In the days following, the number of rescues decreased and the focus transitioned to the conduct of Airborne Logistical Support, including the movement of industrial generators, food, water, supplies and people to isolated communities. This effort continued for the next month. Over the entire period, the crews of 3 Sqn evacuated 384 persons and 23 pets, transported 37 VIPs, and moved 25,600kg of external loads and 66,810kg of internal loads.

Importantly, none of this would have been possible without the maintenance and support personnel whose efforts saw the RNZAF NH90s break global flying rate records - flying a total of 302.9 hours during the response, 198.5 hours of which were flown in the first week. Cyclone Gabrielle will go on record as the costliest tropical cyclone in the Southern Hemisphere, with total damages estimated to exceed NZ\$13.5 billion, and the loss of 11 lives. Although only a small part of a much larger response, 3 Sqn's efforts in the days and weeks following Gabrielle represented an outstanding team effort, which in turn ensured the preservation of multiple lives of their fellow New Zealanders.

For their outstanding efforts in the face of this disaster, 3 Sqn RNZAF is awarded the Barry Marsden Memorial Award.

The Prince Philip Helicopter Rescue Award CREW OF RESCUE 936

At 2258hrs the crew of R936 were tasked to assist Ogwen Valley Mountain Rescue Team (OVMRT) with the rescue of 2 climbers who had become trapped on a small, heavily sloping grassy ledge amid large vertical cliffs at approximately 2700 ft. The night-time scene was in and out of cloud with a strong, turbulent airflow. R936 routed around weather to the scene and quickly identified the general area of the casualties' last reported position. The torch of one of the climbers was then spotted briefly through a short break in the cloud. During the next temporary clearance, the crew was able to close with the area and establish a hover alongside the casualties as the cloud returned. With poor references and increasingly severe turbulence leading to high torques R936 had to fly away.

They began discussions with OVMRT as to the feasibility of winching the casualties from the cliff. The MRT informed R936 that they had hill parties ready to be collected and winched to the mountain. With no suitable site to deploy the MRT in the conditions, a worsening weather picture, and given the amount of time it would take for the MRT to climb up, R936 elected to make another attempt to affect the rescue. Using the next gap in the clouds to approach a different part of the mountain, R936 then hover-taxied into a briefing point well above the casualties and closer to the cliff face than the first. With faltering references and gusting winds, R936 managed to maintain a hover in the briefing position whilst the position of the casualties was rechecked. Their precarious situation was immediately obvious so, with the weather due to deteriorate further, R936 remained in situ and attempted to manoeuvre the aircraft into the casualties' overhead. Achieving the overhead proved extremely challenging due to the cloud, the heavy turbulence, and the terrain requiring the rotor tips to be in very close proximity to the sheer cliff face alongside the aircraft. Working hard on the controls, with torques fluctuating over 100%, and with judicious timely patten from the Winch-Operator, they managed to hold a workable position above the casualties, and the crew agreed that live winching was possible.

Despite the threat of an immediate and dynamic flyaway through cloud leading to a dark mountain valley spacewalk or, worse still, thickening cloud resulting in a loss of references for the pilot, the Winch-Paramedic, without hesitation, agreed to conduct the rescue. 130 ft of cable was used to get the Winch-Paramedic to height and the aircraft was then manoeuvred yet closer to the cliffs to get him onto the grassy ledge.

Maintaining the overhead and a safe tension on the cable to protect the Winch-Paramedic proved extremely demanding due to the turbulent conditions. Working rapidly, the Winch-Paramedic double-stopped the first casualty and recovered to the aircraft with him. Despite the evident risk, the Winch-Paramedic immediately agreed to be winched out again in order to recover the remaining casualty. Once more this transpired to be a challenging evolution, with increasing turbulence and gusts trying to push the aircraft towards the cliff; a dynamic and succinct con from the Winch-Operator was instrumental in keeping the aircraft safe whilst the second casualty was recovered to the aircraft.

Throughout the winching the non-handling pilot maintained an acute awareness of the aircraft performance and the intended actions should the aircraft have to abort. He delivered a wholly appropriate flow of information to the rest of the crew in a very calm and professional manner, allowing R936 to pause and then vacate the area during the

next gap in the weather. During recovery of the climbers the Winch-Operator was necessarily precise and rapid with his patter, the handling pilot was working hard to control the aircraft, and the non-handling pilot was monitoring the engine instruments and providing a commentary on the cloud blowing through; all whilst the Winch-Paramedic worked on a small ledge with hundreds of feet below him. It was a prime example of an experienced crew working to the very edge of their, and the aircraft's, capabilities.

Without the intervention of R936 the climbers would have remained on the cliff for many hours and faced the extremely poor weather conditions which were due to pass through later in the night. A rescue by MRT would have been an extremely challenging and lengthy exercise given the location/weather – a dangerous task for all involved.

In rescuing the casualties from the cliff face, the crew of R936 showed great determination, skill and bravery in a difficult location whilst also faced with extremely challenging flying conditions. They are, accordingly, collectively awarded the Prince Philip Helicopter Rescue Award.

MASTER'S REGIONAL AWARDS

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

AUSTRALIAN REGION – Captain Anthony Alder

HONG KONG REGION – Valerie Stait

NORTH AMERICAN REGION – Teara Fraser, Iskew Air

SCHOLARSHIP WINNERS

FLYING INSTRUCTOR (RESTRICTED) - FI(R)

SWIRE	-	Lewis BRICKNELL
NORMAN MOTLEY (AST)	-	Paul SODAGAR

PRIVATE PILOT LICENCE – PPL

GRAYBURN	-	Eleanor WHITE
DONALDSON	-	Darrell Ikechukwu KOVAC
WIGLEY (BALPA BF)	-	Sophie GAIRDNER
LANE-BURSLEM (BALPA BF)	-	Piers AUSTIN-FOSS
BOB DAWSON (BALPA BF)	-	Ciarán HAVERTY
DUNMORE	-	Christopher EDMUNDS
SKYDEMON	-	Shivam Mukesh PATEL
AIR PILOTS BENEVOLENT FUND	-	James WILSON
SIR SEFTON BRANCKER (APT)	-	Jordan SMITH
AIR PILOTS TRUST	-	Thomas LAIDLAR

AIR PILOTS GLIDING SCHOLARSHIPS

There were 48 (one week-long) residential gliding scholarships awarded in 2024.

**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 2024:

MASTER AIR PILOT

Lieutenant Commander Steven KING	1302
Commander Steven CHEYNE	1304
Lieutenant Commander Matthe ROBINSON	1305
Flight Lieutenant Timothy POLLARD	1306
Gary HICKSON	1307
Captain Mark WILSON	1308
Squadron Leader Tomos BROWN	1309
Wing Commander Richard BEATON	1311
Marcus GREY	1312
Lieutenant Commander Ian BRANNIGHAN	1313
Lieutenant Commander Ian OAKES	1314
Captain Hugh SALTONSTALL	1315
Captain Cameron MARCHANT	1316
David LILLY	1317
Julian SHEFFIELD	1318
Captain John TOWELL	1319
Lieutenant Commander Andrew HOLLEY	1320
Wing Commander Gordon PELL	1321
Major Jonathan STEWART-DAVIS	1322
Lieutenant Commander Glenn ALLISON	1323
Robert HARRIS	1324
Flight Lieutenant Philip POWELL	1325
Flight Lieutenant James HOBKIRK	1326
Raymond CLAMBACK	1327
Aminta HENNESSY	1328
Lieutenant Colonel Marcus GREEN	1329
Air Marshal Clifford SPINK	1330
Graham WEEDON	1331
Group Captain Michael JORDAN	1332
Group Captain Peter ALLAN	1333
Professor Michael BAGSHAW	1334
Stephen BEIRNE	1335
Lieutenant Commander Graham COOKE	1336

MASTER REARCREW

Warrant Officer 1 Andrew PRICE	1303
Master Aircrew Alan CLULOW	1310