



# THE HONOURABLE COMPANY OF AIR PILOTS

incorporating Air Navigators

Australian Region

Tel: +61 (0) 450 438 538  
admin@airpilots.org.au  
www.airpilots.org.au

## ***Australian Region News*** ***Letter APRIL 2016***

### ***Chairman's Notes***



Our AGM was a success with the minutes and report being distributed to you with this letter and/or by email. Indeed, now that we have lost the sponsorship of air travel by the airlines, we have decided that there will be little additional expense in moving the AGM to other cities so that members have better access to the Council at our only annual face-to-face meeting.

We do have vacancies on the Council this year. John Colwell chose not to renominate and we thank him for his years of wise counsel. This year's office bearers are listed in the annual report.

You will note the change of name of the old ETC to the Aviation Careers and Education Committee. Rob has detailed the logic in his report. The response to our scholarships has been encouraging with us able to offer more and happily the need for us to review the applications to chose successful candidates.

Finally, I must apologise for the delay in producing our newsletter and distributing *Air Pilot*. There was a customs clearing delay and conflicting activity for your chairman.

Regards,

*Sandy Howard*

*Chairman, Australian Region*

# ***Aviation Careers and Training Committee Report, March 2016***



Whilst the summer season may be a time of holidays and relaxation for some the Education and Training Committee has not been idle!

In January we started putting together our Scholarship Program for 2016 and I believe that, with the help of our Industry Sponsors, we have been able to put together a creditable program that will appeal to aspiring professional pilots.

Our longstanding partnership with Assessment Services Ltd (ASL) continues and they have once again offered two scholarships to cover the cost of CPL and/or ATPL exams, each to the value of over \$1000.00.

This year we have been able to partner with two theory course providers, Advanced Flight Training and Online Aviation Theory to offer scholarships covering aviation theory up to ATPL level.

Advanced Flight Theory is a specialist aviation theory school based at the Sunshine Coast Airport, Queensland. Being a Registered Training Organisation, the company has been offering the highest quality accredited ATPL (Airline Transport Pilot Licence) and non accredited CPL (Commercial Pilot Licence) theory courses to Aeroplane and Helicopter pilots from all over Australia and the World for over 20 years. AFT is sponsoring a scholarship to cover their ATPL theory course to the value of \$3980.00.

Online Aviation Theory, who has been a winner of the Royal Aeronautical Society and Australian Flying Award for Best Flying Training Organisation of the Year, are offering a scholarship covering lifetime access to their online theory course, valued at \$1250.00. This is a guided, self study course from PPL, through CPL and up to ATPL theory level via an online portal covering both the aeroplane and helicopter syllabus.

Aerowasp Helicopters is a leading a leading Helicopter Flight Training provider based at Illawarra Regional Airport, Albion Park, NSW.

As a Registered Training Organisation Aerowasp will provide two scholarships to assist in obtaining a Certificate IV in Aviation CPL(H) valued at \$1500 and \$1200 (under RPL provisions).

To assist us in advertising these scholarships I am including a Flyer with this newsletter. If you are associated with a Flying Organisation where you can display this flyer that would most appreciated or if you know someone who might benefit from one of these scholarships, please show it to them.

Thanks to our Legal Officer, Spencer Ferrier, the Education Trust Deed has now been finalised and was accepted at the last Council meeting in March. As I write this article we are awaiting the final Trustee's signature before it can be put into effect.

In line with the parent company in London it was decided at the last Council Meeting to change the name of the Education and Training Committee to the Aviation Careers and Education Committee (ACEC) which more aptly describes what we are about these days namely, work such as scholarship/bursary selection and management, promotion at airshows, fostering links with the training community etc.

*Rob Dicker,  
Education and Training Committee Chairman*

# ***Technical and Air Safety Report***

I am in the process of collating the responses to my request for members to update their Skills Register information. This is how I intend to run the Technical Committee for the future - anyone who fills out the Skills Register will be taken to be a volunteer member of the Technical Committee. However the Technical Committee will work primarily as a set of project teams rather than an "everybody gets everything" committee, so save you workload with requests to input to issues you are not interested in or experienced with. Also, I will use the list to seek out opinions when particular matters arise.

Of particular importance is the approach we take as an organisation. We are strictly non-industrial and apolitical in our approach to issues, and aim to provide a broad range of technically-competent advice to those who seek our input, particularly to Government regulatory and administrative agencies. We also work quietly and directly with those Government agencies, so you will not find us making public statements of a partisan nature.

This does not mean that we are not interested or involved with issues that attract political comments: it means that we do not take sides in these issues but are technically objective about them to the best of our skill, and we do not trumpet our views from the rooftops for general consumption.

Apart from taking part in the current round of RAPAC (Regional Airspace Users' Procedures and Advisory committees) we have recently been making responses to CASA industry consultations, have attended a meeting of Airservices' long-term planning forum known as ASTRA, and have participated in consultative and planning meetings with the Bureau of Meteorology.

We also are seeking to meet with the recently-appointed Minister for Infrastructure, Rt Hon Darren Chester MP, to introduce ourselves, and to catch up with CASA Director Mark Skidmore in the next few weeks.

*Mike Cleaver*

*Technical & Air Safety Chairman*

## ***Australian Region Council for 2016***

The AGM of the Australian Region was held in Sydney in March. All current Councillors and Appointed Officers were re-elected with the exception of John Colwell who stood down after a lengthy and significant period as a Councillor. Doug Stott was re-elected Deputy Chairman but has indicated he will not be able to be Chairman next year as is the usual practice. So the current Chairman and Council will be looking for a suitable replacement during the year. The Councillors and Appointed Officers present at the AGM are shown below.



## ***Master's Visit***

The Master for 2015, Squadron Leader Chris Ford MBE (RAF Retd), together with his partner, Ms Sue Jones, visited Australia for two weeks in November. A detailed report by the Master of the visit to Australia and elsewhere was in the February Issue of Air Pilot

The Master for 2016 is Captain Peter Benn. The Masters message from the London website is attached.

We look forward to seeing he and his partner in November.

Further information in the next Newsletter.

*Harold Walton,*

*Editor*

## ***Trophies and Awards***

The Honourable Company of Air Pilots presents aviation industry awards each year to mark achievement and excellence within the industry. These prestigious awards are usually presented at the annual Black-Tie Trophy's and Awards Dinner in October at Guildhall, London frequently by, or in the presence of, a member of the Royal Family. Over 700 individuals involved in military, airline and general aviation are usually in attendance.

A copy of the terms-of-reference of each award is available on the Honourable Company's London website. The Honourable Company also awards Master Air Pilot and Master Air Navigator certificates - and a recently introduced Master Rear Crew certificate - throughout the year in recognition of long and distinguished professional aircrew achievement.

The Master presented three 2014 Awards while in Australia in November last.

**The Grand Master's Australian Medal** awarded to: FLIGHT TRAINING ADELAIDE

**The Australian Bi-Centennial Award** awarded to: HARRY SCHNEIDER

Details and Citations for these awards are on the Company's London website.

**The Masters Australian Region Trophy** awarded to HAROLD WALTON

Nominations together with sincere and well-drafted citations in support should be sent to the Chairman of the Australian Region Trophies and Awards Sub-committee, Captain Peter Raven [[awards@airpilots.org.au](mailto:awards@airpilots.org.au)] marked CONFIDENTIAL as soon as possible please. It is not necessary for the submission to specify a specific award. A list of the UK awards of the HCAPA is attached.

## ***Other Awards***

While we are on the subject of Awards I should report that a very long time member and WW2 hero, Captain John MacKellar, has been recognised by the French Government and presented with one of France's highest awards for his war service.

## ***Gliding Safety seminar at Gawler Airfield***

The Gliding Federation of Australia holds Safety Seminars annually around Australia and on the 19<sup>th</sup> of February one was held at the Adelaide Soaring Clubs Club (ASC) club rooms on the Gawler Airfield. Forty five glider pilots from around South Australia Attended.

To my surprise 2 of the presenters were Honourable Company members and two of the audience were also members of the Air Pilots.

Chris Thorpe is the GFA's Executive Manager Operations and Stuart Ferguson is the GFA National Safety Manager others in the audience were Peter Sadler ASC tug pilot, former CEO and a current Director of Flight Training Europe and Rob Moore current Chairman of the SA working group and an (ASC) Tug pilot and Gliding Instructor.

It is very gratifying to find that our membership in this day and age has members from many facets of the Aviation fraternity from who's expertise we can draw knowledge.

Note the great gliding day i.e. the Cu in the back ground, gliding meetings are always held in good gliding weather it seems the club cancel flying on the day so members could attend the seminar.

Cheers

Rob Moore



L to R Rob Moore, Peter Sadler, Stuart Ferguson, Chris Thorpe. The glider is a Super Dimona

## ***Vale***

It is with great sadness I report the passing of a long time member and friend, Wing Commander Lloyd Wiggins, DSO, DFC and Bar, who passed away on 27 December. He was 99 years old and a member of the HCAPA for some 38 years.

He is one of the last true hero's of the Second World War among our members.

May he rest in peace.

An Obituary published in the journal of the NMAF Club of SA is attached.

## ***HCAP Members officiate at Junior World Gliding Competitions***

A Junior World Gliding Championships was held on the Narromine Aerodrome in NSW from the 1<sup>st</sup> – 12<sup>th</sup> of December 2015 and I was asked to be the Chief Steward which entails being the liaison between the 19 Team Captains, representing 59 Pilots, and the Competition organisation. The role of the steward is to make sure the completion is conducted in a fair and safe atmosphere in accordance with the International Gliding Commission (IGC).

If there should be a dispute or safety issue between a Team Manager and the Organisation which cannot be resolved a FAI Jury person is asked to adjudicate a decision and that person for this competition was no other than another HCAP member in this case Mr Max Stevens a well-known NZ international Glider Pilot and former Deputy Director of the NZ CAA.



Max and Rob during Briefing

Fortunately due to the very good organisation, the friendly cooperation of all groups and to work together and the occasional council of the Fai delegates there were no disputes and also I can report no serious accidents.

I wonder how often Members of the Honourable Company find themselves working together at such Aviation events.



Coincidentally, another HCAP member who used to be on the Companies Environmental Committee, Murray Feddersen, lives in Narromine and was able to join Max myself and others for evening BBQs and other social events.

It was during a rest day that Max and I were able to go flying in Murrays pride and joy his Twin Bonanza. Murray wanted to practise an Instrument approach so took us on an hrs flight to Parks return. It was our only flight during the contest.

(Murray, Rob and Max with Murray's Twin

Bonanza)

Mike Cleaver a fellow Company member and pilot of various machines of aviation including gliders joined us for a day.

The Standard class was won by an Australian pilot Matthew Scutter



(Matthew landing his Discus 2a on final day)

Tom Arscott a British pilot won the Club Class flying a Standard Cirrus

(Tom on final glide)

The final results can be found at [http://www.soaringspot.com/en\\_gb/jwgc2015/](http://www.soaringspot.com/en_gb/jwgc2015/)



The youngest pilot at the competition was 17 and the oldest 25 these young pilots, if not all ready, will be leading lights in various aspects of aviation and from their piloting and the airmanship skills shown over the 11 contest days their charges will be in good hands.

Rob Moore OAM  
Liveryman and chairman of the South Australian Working Group

## ***Editor's Corner***

Welcome to the Australian Region Newsletter for April 2016.

Back in September 2015 I took the unusual step of including an Editor's comment regarding a subject very dear to my heart, Air Traffic Control in Australia. I noted that my comments were primarily related to small aircraft general aviation activities and not necessarily to the "big" end of aviation and that the views were my own and do not necessarily represent the views of the HCAPA.

However it has been suggested that other members may wish to comment similarly and we are encouraging members to send in 'letters to the editor' for inclusion in forthcoming Newsletters.

Two issues that have generated a lot of controversy are Part 61, and RAPAC. Please feel free to comment.

Note however the Company makes no guarantee that your letter will be published and all will be considered by the Company Executive for appropriateness.

*Harold Walton*

*Editor*

## ***Subscriptions***

Members will be aware that the year for subscriptions in the Australian Region runs from October to September. As a result, **subscriptions for 2015/2016 are past due and if you have not already paid, please do so as soon as possible.** If you have mislaid your renewal notice and need a further one please email the office as below.

## ***Website***

The Honourable Company of Air Pilots Australian Region website is: [www.airpilots.org.au](http://www.airpilots.org.au) The site is constantly being updated and contains much information on the Honourable Company, including Membership Application Forms, Latest News, Trophies and Awards Information, MAP/MAN Certificate Application Forms and much more.

Secretary Peter Norford has been doing much of the work with the web but ask if another member with the appropriate skills would be prepared to take over or assist with this role. Expressions of interest to the Office or to any of the Councillors please.

## ***Articles for this Newsletter***

Articles are sought from members for inclusion in this Newsletter. These may cover any subject that are judged to be of interest to Company members in Australia and ideally should be limited to around 500 words. Pictures may be included and are encouraged.

The Australian Region Chairman and the Editor reserve the right to refuse to publish any article offered, to make minor editorial changes or shorten the article.

## ***Australian Region Contacts***

Our office Administrator is Mrs Hayley Rodrigues who is based in Sydney.

Mail should be sent to: PO Box 454, BEROWRA NSW 2081.

The office phone number is 0450 438 538, and the e-mail address [admin@airpilots.org.au](mailto:admin@airpilots.org.au)

All the Executive members may be contacted via the Sydney Office.

Comments on this Newsletter are encouraged and should be addressed to the Editor, Harold Walton at [editor@airpilots.org.au](mailto:editor@airpilots.org.au)

# Skills Register update 2015-16

Please indicate if you are willing to contribute your experience, expertise or interest in the following areas, by returning this form to the Technical & Air Safety Director at [airsafety@irpilots.org.au](mailto:airsafety@irpilots.org.au) so that we may know what areas you are willing and able to assist our responses to industry panels and government regulatory agencies (CASA, Airservices, Department of Infrastructure & Regional Development, Bureau of Meteorology and others).

## LARGE AEROPLANES

Performance	Airline Operations	Airline Training
Domestic	International	Cargo
Simulators	Automation	New technology

## GENERAL AVIATION AEROPLANES

On-demand charter	Ab-initio training	Multi-engine training
Agriculture	Aerial Work	IFR training
Bush/remote area ops		

## SPORT & RECREATIONAL AIRCRAFT

Gliders	Light Sport	Amateur Built
Balloons	HG/PG/PP	Sport Aviation training

## ROTORCRAFT

Light SE	Light ME	Heavy > 3150 kg
IFR Ops	Aerial Work	Ag & Mustering
HEMS Ops	NVG	

## AIRSPACE

ATC/Flight Service	Airspace design	Communications
Radar & ADS-B	Navigation & ATS routes	RAPAC
	GPS issues	

## OTHER AREAS

Aviation medicine	Aviation rule-making	Military aviation
SMS	Human Factors	Environment, noise
Legal matters	Meteorology	

YOUR NAME ..... LOCATION.....

EMAIL OR PHONE CONTACT .....

ANYTHING ELSE? .....

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# The Masters' Message



Editorial needs mean that I am writing this first message whilst still Master Elect which gives me the opportunity to thank The Master, Squadron Leader Chris Ford MBE and his Lady, Sue, for their service to our Honourable Company this last year, and for their personal advice and support to me. I would also like to thank the Immediate Past Master, Dorothy Saul-Pooley, for her advice and support, and congratulate her for all she has done to promote the cause of, and raise the profile for, women in aviation.

Every new Master must feel a sense of great privilege at the prospect of representing our Company, and through it aviation as a whole to the City and beyond. There is much to say. The moment one begins to take something for granted is the moment you start to lose it, and in my view aviation has, at so many levels, been taken for granted in the UK for a long time. This applies across the spectrum, from Air Cadet flying to GA and instruction at Flight Schools to the Airline

Industry and to Defence aviation.

At a grass roots level, in the Seventy Fifth anniversary year of the Air Cadet movement, the 'operational pause' in Cadet flying has now gone on for some two years, with little outward sign of a resolution. This ought to change. The Air Cadets and Combined Cadet Force(RAF) which gave so many their start in aviation, builds the qualities we seek in young people, instils 'air mindedness' (a perhaps quaint but effective term), which is to say they ignite and sustain an often lifelong understanding and support of aviation. Flying is the draw that brings Cadets into the Corps and adds greatly to their motivation to belong. I have had the chance to ask the Lord Mayor about this, himself a strong supporter of the Sea Cadets, and will report what his team can find out.

General Aviation has benefited from the 'red tape challenge' and credit is due to the CAA for their willingness to embrace this initiative. That does not mean that proportionate regulation is breaking out across the sector. The IPM herself has campaigned for recognition that flying schools need appropriate levels of compliance oversight that enable them to function at a profit. If they cannot, yet another entry point to aviation is choked-off and we set off down the path where aviation becomes an ever less understood and accepted part of life and numbers decline, as is being seen in the United States.

Intense pressure for housing space means many general aviation airfields are seen as prime development land - Plymouth's former Roborough airport where I flew as a CCF (RAF) Cadet is a case in point. We have to make the case for regional airfields as vital parts of the economic infrastructure of our country, and for charging structures for those who use them that recognise that GA is not a milch cow that can be bilked for unrealistic operating fees.

In the airline sector, the need for runway capacity in the South East has been evident for years. If a government appointed commission makes a recommendation, only for the government that appointed it to then stall on implementing it, one would be forgiven for thinking there may not be too many more volunteers to sit in such commissions again! This must change. Competitor airlines in Europe and beyond are simply taking away business from UK airlines. We must enable the growth and jobs agenda our country absolutely needs by the provision of adequate infrastructure to support it, at a realistic price that airlines can afford to pay. It should be borne in mind that the railway sector continues to enjoy a 'festival', (for want of a better word), of public subsidy, in direct contrast to aviation.

Likewise air passenger departure tax. Airline emissions can only be treated as a global issue, as the EU found out when attempting to impose a regional solution. Any other approach hands a massive competitive advantage to those outside the proposed tax area and simply penalises the airlines concerned against their competitors.

[www.ec.europa.eu](http://www.ec.europa.eu) under 'climate change' states the following: There was an: “agreement by the International Civil Aviation Organization (ICAO) Assembly in October 2013 to develop a global market-based mechanism addressing international aviation emissions by 2016 and apply it by 2020. This agreement followed years of pressure from the EU for global action”.

Surely this should form the basis for global action and supersede a unilateral and thus highly prejudicial national response. Such reductions in APD as there have been are welcome, scrapping it would be the best outcome.

Airline pilots need a safety culture that is genuinely 'non-jeopardy' to deliver the level of safety that the travelling public expect, and this applies in the flight time limitations, (FTL), arena as well. EASA FTLs enable increased duty days, greater time on standby, repetitive early starts and enhanced long haul flying without a third crew member. The 'self correcting' element of the scheme is the Fatigue Risk Management System, (FRMS). It is essential that pilots be able to report fatigue, and that the companies react to the reports they receive, in designing roster patterns. Such reporting absolutely has to be 'jeopardy free' as a part of an overall 'just culture' within airlines. Is such a culture already established? The Air Pilots, through the technical committees, are looking at fatigue and aiming to produce a definitive piece of work covering this topic.

In defence aviation we are, thankfully, coming towards the end of capability gaps where critical areas such as maritime patrol aircraft and carrier strike are to be re-started at last. Defence needs people to sustain those capabilities, and when they are axed careers are terminated and the capabilities themselves only sustained by intense cooperation and support from allies. In future, surely the way ahead should be to maintain some capability in vital sectors and build back from there.

Every member of this Honourable Company can be, and so often is, an advocate for these cases to those around them in positions of influence, such is the long tradition of service to our company and our industry amongst our membership. Please carry on doing so. Talk to and write to MPs, local councillors, and planning officials, mention the Air Pilots and your membership of our organisation, and copy the office into these letters and we will work across the spectrum of aviation bodies with you to enhance our cause. I am certain it makes a difference.

Our voice as an organisation carries considerable influence, and we aim to enhance that through the new committee structure which enables remote conferencing and new ways of working to draw on the massive expertise of all of our diverse membership. We will produce definitive, objective work to support the cases we make, we will continue to reflect the commitment and dedication of those in our industry through the outstanding trophies and awards process, and we will remain a place where the excellent visits team enable us to see beyond our own 'stovepipe' into the professional worlds of others, among them our many and diverse affiliated units who host us so magnificently. The flying club carries on the outstanding programme of activity that makes flying a light aircraft such fun, and our Livery and Trophies and Awards dinners continue to project the cause of aviation into The City and beyond.

Uniquely perhaps for a City Livery Company, we also have the international perspective provided by our regions: Hong Kong, Australia, New Zealand and North America, who bring so much to the depth and relevance of our outlook.

All of this is run for us by the outstanding staff at the Air Pilots who manage a superb organisation at the guidance and direction of the Court: please ask others in our profession and in recreational aviation to join us at [www.airpilots.org](http://www.airpilots.org), and consider running for office on the Court yourself if you can.

I would like to take this opportunity to thank two people who have given great service to the Air Pilots, and to the Guild before that. Pat Turvey has worked for our organisation since Past Master Chris Hodgkinson was in the chair, and has seen no less than six clerks and, myself included when the time comes, twenty one Masters! Her long record is one we greatly appreciate, and I know that I and others will miss her quiet presence taking notes of GP and F and Court meetings and bringing order to the minutes. We all wish her well in retirement.

Group Captain Tom Eeles has edited 'Guild News' and then 'Air Pilot' with absolute distinction for seven years and has in that time produced forty-two editions of the magazine, the public 'face' of our organisation, widely read across UK aviation. The standard is superb and his patience with contributors, skill in production and dedication to the task superlative: it is in every respect a professional production. Our sincere thanks go to him for all of his work, and our good wishes to his successor, Liveryman Paul Smiddy.

For my part, I have enjoyed my aviation career and light aviation immensely and see this Honourable Company as a way of defending and advancing the opportunities it has brought to me and to so many of us. I am looking forward to the great privilege of the Masters' Year ahead, and to reporting back on the progress we achieve in making the case for aviation in the United Kingdom and our affiliated regions.

Peter  
March 2016

Benn

# **TROPHIES AND AWARDS CRITERIA FOR INDIVIDUAL AWARDS**

Any nomination for an award in any category which, in the opinion of the Committee, should rightly be brought to the attention of HM Government for a national award or other recognition will be so referred with the endorsement and support of the Court of the Company.

## **LIFETIME CONTRIBUTION TO THE AEROSPACE INDUSTRY**

### **The Honourable Company of Air Pilots Award of Honour**

Awarded to an individual who has made an outstanding lifetime contribution to aviation.

## **FLIGHT TEST**

### **The Derry & Richards Memorial Medal**

Awarded to a test pilot who has made an outstanding contribution in advancing the art and science of aviation.

## **TRAINING**

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

Awarded to the most meritorious student pilot graduating from a college or school of civil or military aviation and nominated by the Principal or Commanding Officer. 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.

### **The CFS Trophy**

A periodic award to an individual, group or organisation that, in the opinion of the Court of the Honourable Company and with the endorsement of the Central Flying School, has made an outstanding contribution toward the achievement of excellence in the delivery of flying training or instructional standards.

### **The Pike Trophy**

Awarded to an individual who has made an outstanding contribution to the maintenance of high standards of civil flying instruction and safety, taking into account working conditions and opportunities.

### **The John Landymore Trophy**

Awarded to the outstanding candidate of that year for an Honourable Company of Air Pilots PPL Scholarship. The award is recommended by the Honourable Company Scholarship Committee.

## **FLIGHT OPERATIONS**

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

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

### **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.

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

Awarded at the discretion of the Master for commendable achievement in any sector of aviation.

### **The Brackley Memorial Trophy**

Awarded to an individual, a complete aircraft crew, or an organisation, for an act or acts of outstanding flying skill, which have contributed to the operational development of air transport or transport aircraft or new techniques in air transport flying.

### **The Johnston Memorial Trophy**

Awarded to an individual, a complete aircraft crew, or an organisation, for an outstanding performance of airmanship, for the operation of airborne systems or for the development of air navigation techniques and equipment.

### **The Honourable Company of Air Pilots Sword of Honour**

Awarded for an outstanding contribution to any sector of General Aviation (all elements of Civil Aviation other than Air Transport), whether in the air or on the ground.

### **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.

#### **The Cumberbatch Trophy**

Awarded to an individual, a team, group or organisation for an outstanding contribution to air safety, whether by the development of techniques contributing to safer flight, by improvements in ground equipment and services or by improvements in aircraft and component design.

#### **The Honourable Company of Air Pilots Award of Merit**

Awarded for meritorious service to the Honourable Company.

### **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.

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

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

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

The recipient will be a young pilot (no specific age limit) who is an Australian citizen or a permanent resident in Australia, holding a civil Commercial Pilot Licence or higher, or military pilot qualification and is engaged in the profession as a pilot in Australia or on temporary posting overseas and has, in the opinion of the Australian Region Trophies and Awards Sub-Committee, with the endorsement of the parent Trophies and Awards Committee, made an outstanding individual contribution to aviation or whose achievements in aviation are truly noteworthy.

#### **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.

### **AVIATION MEDIA**

#### **The Honourable Company of Air Pilots 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.

### **FOR OUTSTANDING COURAGE OR DEVOTION TO DUTY IN THE AIR**

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

Awarded at the discretion of the Grand Master for an act of valour or outstanding services in the air.

#### **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.

#### **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.