



# The Air League Newsletter

Issue 1: January/February 2011

## Keeping Aviation Sustainable

**I**n recent months the aviation focus in the UK media has swung back to air safety and the importance of keeping vital air links open in the face of bad weather, industrial action and terrorist threats. The sheer volume of UK commercial aviation business, and its growing contribution to the economy and everyday business activity has been brought home through a series of events that have underlined the need for a robust and comprehensive aviation policy that allows for long term sustainability as well as fully meeting environmental expectations over the years ahead. In all these areas The Air League has been active in providing platforms for debate and presentations that contribute to a wider understanding of the issues concerned. Britain still has the largest

number of international air passengers passing through its hub airports than any other country and the recent government decision not to provide any more new runways at any London airports means that future growth in the medium term must be met by more efficient use of existing runways, more direct international flights from regional airports, better air management arrangements and the use of larger aircraft with more capacity. In this issue we take a closer look at developments in air traffic management and also cover the recent aviation sustainability event held at the Waterside HQ of British Airways, which was attended by representatives from many environmental organisations as well as from Boeing and Airbus, and airport and airline management.



*ABOVE - Seen here against a seasonal backdrop, the Airbus A380 is back in service following the difficulties experienced by Qantas when one of its aircraft had to make an emergency landing soon after take-off from Singapore. The resulting high-profile media coverage, followed by the worldwide leaking of detailed accident reports, highlighted both the flying skills of the crew, who landed safely with no casualties, and the robust design of the engines and airframe, even though the explosive nature of the incident caused serious damage. The cause of the problem was soon identified and inspections and measures put in hand to keep the Rolls-Royce Trent-powered A380s flying safely. Swiss Air Force photo via EADS/ Airbus*

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# The CAA's Future Airspace Strategy

Tony Rapson, Policy Coordinator, Airspace Policy Coordination & Consultation at the CAA, gave a presentation to the Air League Council in London on 1 December. Here is an edited version of the talk.

**A**viation relies on the effective management of airspace, in itself a scarce resource that needs to be actively controlled to ensure that passengers, businesses, sports and leisure flyers continue to enjoy the many benefits aviation brings and allows the military to go about its business unhindered. The basic structure of the UK's airspace and how airspace is allocated between users such as airlines, military and private aircraft was developed well over forty years ago. Over this period, there have been fairly seismic changes in the sector, such as a hundred fold increase in demand for aviation, significant technological advances, greater environmental concerns and much closer links with international counterparts. Over the years, the UK's airspace system has become more and more complex and increasingly difficult to manage as it has evolved to meet different challenges. In order to meet future requirements safely, sustainably and efficiently a radical rethink is required.

The CAA, together with the Department for Transport, Ministry of Defence and NATS, has been developing a draft Future Airspace Strategy that will ensure the provision of safe and efficient airspace, that has the capacity to meet reasonable demand, is aligned with European developments and technological changes, mitigates the impact of aviation on the environment and balances the needs of all airspace users. The Strategy is currently in draft form and undergoing a consultation process that will close on 7 February 2011. The purpose in circulating a draft is to ensure that all stakeholders are able to input their views on the work done thus far, which has necessarily started by examining controlled airspace and strategic Defence issues, but recognises that "all users" will need to be incorporated into the final version. The draft Strategy and consultation documents can all be found at [www.caa.co.uk/FAS](http://www.caa.co.uk/FAS). Questions and comments on the strategy can be directed to [FAS@caa.co.uk](mailto:FAS@caa.co.uk). A short summary of the FAS work follows.

## Key Considerations:

**Safety:** The UK has an excellent air safety record. The implementation of a modernised airspace system is designed to continuously improve safety levels, while at the same time addressing the challenges presented by new technologies and revised operating procedures.

**Capacity:** It is likely that the pressure on the UK's airspace system will continue to grow over the long term with a changing profile of demand from different user groups.

There will be an increased requirement to manage supply and demand and balance the needs of different airspace users.

**Efficiency:** Airspace is a scarce resource. To make the most efficient possible use of it a more flexible and integrated airspace system needs to be developed.

**Environment:** The environmental impact of air travel, both locally in terms of noise and air quality and globally in terms of climate change, plays an important role in determining how UK airspace should be developed. The new Strategy makes proposals to enable aircraft to fly in more environmentally efficient ways while maximising capacity benefits and improving safety.

**Allocation and Airspace Regulation:** There is an increasing demand from all users for more access to airspace – in many cases these demands conflict – for example airline requirements could result in more controlled airspace to safely manage their services that may constrain other users, while the military and private fliers would like to see fewer restrictions.

**International compatibility:** The UK is part of the Single European Sky (SES) development and will introduce new technologies developed as part of the SES research programme (SESAR) in conjunction with pan-European aspirations. These



ABOVE - Aircraft taking off past Gatwick control tower

systems will also need to integrate with systems in North America for transatlantic operations.

**Security:** National security is a priority and the shared civil and military, Joint and Integrated, management and operation of airspace must be maintained.

## The proposals

Make airspace simpler and more flexible: Moving away from the current rigid structure of routes and different types of airspace. This would allow different users access to the same area of airspace as and when demand dictates – for example during early morning and early evening an area of airspace may be assigned to commercial operations when they are busiest. At times of lower demand it could be made more freely available to other users.

Take advantage of the latest technology: Advances in the way aircraft navigate (increased accuracy and more use of satellite navigation) and communicate with controllers (direct data transfer rather than voice communications), tied to new technology for air traffic control (advanced computer tools for controllers) will allow increases in capacity and efficiency.

Introduce more flexible routes: Allow pilots and controllers, using computer tools, to make more direct or flexible routes for aircraft that reduce delays and are more efficient – reducing the amount of fuel burnt and therefore reducing the environmental impact.

Share systems, technology and airspace across Europe: By removing national boundaries in the air, eradicating systems that are incompatible or duplicated and ensuring that procedures do not change from country to country, it will create a more seamless and efficient system for aircraft to use.

## The benefits

The proposals outlined in the Future Airspace Strategy aim to produce significant benefits in the following areas:

**Safety:** enabling direct increases in the safety level and the ability to maintain current levels of safety while enabling benefits in other areas

**Capacity:** enabling air navigation service providers to supply additional airspace capacity safely, while minimising the expansion of controlled airspace

**Environment:** reducing aircraft greenhouse gas emissions and noise impact

**Cost:** enabling users and suppliers to operate in the most cost effective way

**If readers would like more detail or would like to contribute to the ongoing development of the Strategy, then please see the draft Strategy and consultation documents at [www.caa.co.uk/FAS](http://www.caa.co.uk/FAS).**

## A WINTER'S TALE - A flight of fancy

**L**ooking back on the momentous events of the last six months, it is hard to comprehend just how far Britain's international image has changed. After the unexpected re-election of a second Coalition government, there was widespread public confidence that as the third decade of the 21st Century approached, all the sacrifice endured throughout the "austerity years" following 2010 would make way for a more optimistic era, with fiscal recovery delayed but still in place, and global terrorism on the decline. The UK, along with Germany and France, had suffered a severe set-back to the pace of economic recovery as a result of having to help bail-out three more failing Eurozone members, in addition to Ireland. However, after the withdrawal of practically all NATO's combat troops and air support from Afghanistan in 2015, followed by the coup led by the Afghan Army and Police, the complex internal political transformation was far more rapid than had been predicted, but at the same time, less damaging to Western interests than had been feared.

Following the distribution of power between Army leaders and the re-emergent war-lords, along with the more moderate elements within the Taliban leadership, the pattern of life in that troubled land returned to its former chaotic equilibrium. Once again internal power-struggles replaced the war against "foreign invaders", but the new alliance of governing interests was keen to hold onto the real administrative progress that the NATO years had achieved, with the better medical and educational facilities representing valuable new assets that nobody wanted to lose. The most extreme anti-Western fundamentalists were the only elements that called for a return to medieval conditions, but this had no popular support and even they realised that there would be no point in re-establishing training camps in Afghanistan as they would be immediately targeted and destroyed by US attack drones, and in any event the main focus for terrorist training had long since migrated elsewhere. The departure of NATO troops had in fact de-motivated the terrorist cause rather than encouraging it, and as in the post

Vietnam situation, there was to be no regional Domino Effect, as had been feared. Another surprise outcome resulted from the controversial and unexpected US-Israeli air strike taken against Iran's nuclear facilities, which although undertaken late in the day, had nevertheless provided neighbouring Arab leaders with the regional security re-assurance they had been seeking for years, and this more than anything else had "knocked the stuffing out of the Jihadists" as a recently retired NATO commander had commented.

For most NATO countries, including Great Britain, the next few years saw further consolidation of defence resources and real progress in particular in the centralised pooling of specialised European air assets, including Airborne Command and Control, transport and air tanking. With front line assets reduced even further, the UK military fast-jet flying training scheme became untenable and at first it had been intended to include the RAF in the proposed new Eurotraining programme, but with the collapse of this plan resulting from disagreement on its size, funding and location, the decision was taken to contract it to the US Department of Defence under new government-to-government agreements. For a brief few months the prospect of a quiet decade looked real enough, "with no more Afghanistans" to quote a former UK Defence Secretary. But for the British government, this was to prove but the calm before the storm.

For the third time in a century, a government "Ten Year Rule" [this proclaimed that within such a period, completely unexpected threats were unlikely to materialise) would be put to the test in a most unwelcome manner. In fact, this guesstimated warning period was not far from reality. The problem was that everyone in Westminster and Whitehall had become accustomed to assuming that it enjoyed the mirage-like characteristics of an ever extending horizon. If it held true for eight or nine years, why should it not also hold for another ten years? This was the policy time-bomb that had finally killed off the RN carrier programme, even as the first ship was nearing completion. The Treasury was fully signed up to this policy and encouraged it at every stage. Back in 2010-2012, it had

managed to achieve, for the first time, a really drastic culling of the entire British military machine and it had no intention of letting that particular spending serpent back out of its box.

When the unexpected political earthquake erupted just after midnight, on the eve of that infamous British Bank Holiday, the reaction in Whitehall and Westminster was a mix of "This can't be happening" and "We knew it was only a matter of time". The media went ballistic. For a day or two there was a general feeling of unreality about the whole affair, a general realisation that the country was completely impotent this time around.

The discovery of economically viable oilfields and gas resources within the jurisdiction of the British territory had been regarded as a geological improbability, but the recent confirmation that these undersea resources were indeed on a very large scale, should have sounded some warning bells. Even though the UK had invested in new local defence infrastructure thirty years earlier, to enable reinforcement in an emergency, time had eroded the political will back in London to provide more than a minimal level of force to actually protect the new facilities, making them a prize target for an airborne surprise attack. Relations with our local regional neighbours were seemingly good, so the sudden overnight aggression, and the nature of its precision, swamping the local defences, was utterly unexpected in Whitehall. It was soon clear however that it was already a case of "game-over", even before it began.

It was to be expected that the USA, in these circumstances, would not wish to endanger its regional influence by being identified too closely with a former colonial power. With the future of such valuable oil and gas resources at stake it was keeping all its options wide open. In Europe the diplomatic and political silence, as usual, was deafening. This was a British, rather than a European, problem. Nobody can predict the long-term cost to the UK in terms of lost energy revenues and supplies resulting from what has become known as "The Overnight War", but it almost goes without saying that no British government could have been expected to survive the political fallout from such a catastrophic turn of events.

**R**ecent events, in which the Air League has played a major role, have provided new opportunities to learn about, and debate, topical issues relating to the future sustainability of the civil aviation sector.

The Air League Leading Edge has been progressing well with a number of projects. The recent aviation forum and environmental awareness day held at BA's headquarters near Heathrow produced a great deal of interesting discussion, with some interesting ideas put forward by all involved. Over 200 16-21 year olds were in attendance and were able to hear about the diverse career opportunities available in aviation. The leaders of British Airways Flight Operations, People and Organisational Effectiveness, In Flight Customer Experience (inc. Cabin Crew) and Engineering were on hand to answer questions on a one to one basis. In addition support from Airbus, Boeing, OAA and CTC enabled delegates to get in depth information on what possibilities exist and how to get their career started. The morning finished with a discussion on the environmental impact of aviation with delegates asking Willie Walsh and Jonathon Counsell of BA critical questions about how industry is rising to the challenge of sustainable growth.



*ABOVE - Sir Roger Bone speaking*

After the morning sessions, hosts and attendees were able to mingle and also look at displays that had been set up in the foyer area beside the main conference room. The afternoon debate and discussion was chaired by Dr Stephen Payne,

associate Professor at the John Madejski Centre for Reputation. On the stage were Willie Walsh, CEO British Airways, Sir Roger Bone, President Boeing UK, Keith Mans, Chairman of the Air League Council, Matt Gorman, Head of Environment at BAA, David Norman, Director of Campaigns, WWF-UK and Damian Ryan, Senior Policy Manager, The Climate Group. The panellists and audience were invited to debate the motion, "Is there a sustainable growth model for aviation?"

The contributions from the panellists drew attention to many key aspects of the debate, reflecting their own positions, and there was a high level of agreement on the fact that the aviation sector had already made enormous progress since the arrival of the jet age- which transformed commercial aviation from a novelty for the very rich into today's preferred enabler for mass global travel. Willie Walsh, speaking with confidence on home ground, explained some of the new initiatives that were making a real difference reducing harmful emissions and taking airline efficiency to new levels of performance. All agreed that there was enormous waste in today's operations, with huge scope for improvement. This could only come through addressing all the factors

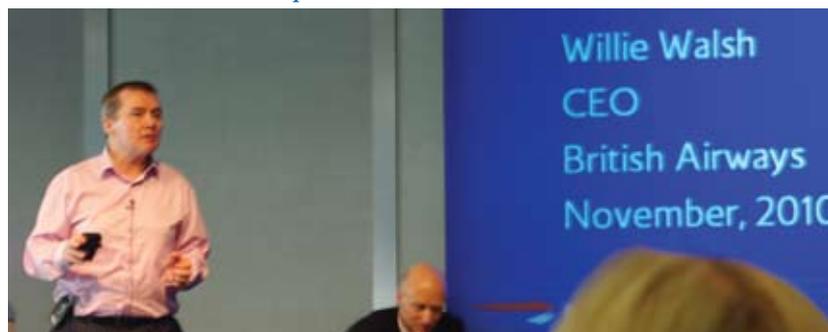


and not just a few. For example, improved aircraft efficiency had to be matched by better ways of making use of airport procedures and the air space carrying all the aircraft. This had to be done on a global scale.

Sustainable fuels were another topic that was mentioned in some depth, as was emissions trading, seen by some as a fair way of re-distributing environmental damage to those who should pay more for their polluting. Others



*ABOVE - Keith Mans at the podium*



*ABOVE - Willie Walsh speaking*

# THE ENVIRONMENT



ABOVE - Leading Edge Waterside mingling

see this development more as another commercial business operation that doesn't actually reduce any pollution, but shifts emission responsibility around while making a lot of money in the process. Biofuels were another topic debated and the operators were looking forward to introducing more sustainable fuels, which were an inevitable development. Keeping their production competitive and available in sufficient quantities was still the big issue.

Sir Roger Bone, from Boeing, told the audience how his company was taking biofuel adoption forward, as well as pushing quieter and less thirsty engines for the next generation of aircraft, such as the 787. Chairman Keith Mans said that environmental issues were aviation's greatest challenge today and were going to remain at the heart of the knowledge-driven economy throughout the 21st century. He told the audience of the Greener by Design initiative in the UK, which had helped the industry sector recognize environmental challenges as opportunities rather than a threat.

The practicality of reducing emissions enough to meet the legal targets that have been set for 2050 were another topic. Again, there was much agreement that developments in technology would deliver significant improvements compared to today's emissions rates and fuel economy, but the relentless growth in demand year-on-year would still challenge the achievement of environmental targets, as the goalposts would continue to move.

According to Andy Perkins, leading light in the Leading Edge, 2011 is set to be even better than last year with a number of events

already on the horizon. Full details and information on how to get involved will be circulated to members nearer the time but some definite dates for the diary are: British Airways simulator visit – February 28, Youth in Aviation event in Parliament March 28, visit to RAF Lyneham in April, the annual Air League Flying Day on June 4 and it is also hoped to have a visit to RAF Scampton.

One of the highlights is the planned event in Parliament on March 28. The Air League is overseeing this event which will also involve a number of other organisations involved in aviation, notably the Royal Aeronautical Society, the RAF Air Cadet Organisation, British Gliding Association and Aerobility. All organisations present will be showcasing what they do to a number of interested stakeholders, not least MPs and Lords. The Air League will need the help of many members with this project and the Leading Edge Panel will be in touch to let them know how to get involved. As always, if readers have any questions about the Leading Edge or would like to become more involved, send an email to [youth@airleague.co.uk](mailto:youth@airleague.co.uk)



ABOVE - Leading Edge members on the Air League stand

Photo credit (pages 4-5) - Richard Gardner

## The 2010 Andrew Hump

*An edited version of the lecture delivered by BBC Defence*

**I** am very honoured to be here tonight, giving a lecture in memory of Sir Andrew Humphrey. Reading about his distinguished wartime career on 266 Sqn and his passion for flying throughout his life, inspired me to do some research of my own, into my grandfather Basil Coates's wartime career in the Royal Australian Air Force. He never talked about it, and I never really asked enough questions before he died. So in learning more about Sir Andrew, I've also learned something about my own family's connections with the RAF. My grandfather was posted to England after enlisting in the RAAF in 1942. His career as a pilot didn't get very far, though - it seems that some way into the training they discovered that he was colour-blind, so he became a navigator instead. While researching my grandfather's wartime service, I came across his obituary in his local paper with a quote from him on his retirement. It was a very simple one. "Human relationships are the thing", he said. "Everything else is quite transient." And that made me think of my own experiences of covering the Armed Forces and defence because we often talk about the media and the military. It's the individuals who make up 'defence' and the Armed Forces - and the relationships between them - which make our Armed Forces what they are. And what my job is about is covering those human relationships and those teams - whether it's the crew of a Harrier or a Tornado or a Nimrod over the past few years, flying over Afghanistan or Iraq, or the helicopter pilots and crews who also risk their lives daily in Helmand today, or whether it's reporting on and interviewing those down on the ground, enabling those in the air, and the people making the decisions back in London or Kabul.

It was an air campaign in 1998 which led to my becoming a BBC defence correspondent. One day, early that December, my boss rang me from London one evening to ask if I'd like to spend Christmas in Saddam Hussein's Iraq. So, I found myself packing a bag just a day later, and being called in to Television Centre to pick up essential equipment. It turned out that I was being asked to take the BBC Christmas hamper for the Baghdad bureau! All too soon, the hamper and by now also a cameraman were keeping me company as I stood shivering on the Iraqi border, filled with trepidation but also with a huge excitement. I had absolutely no idea what would happen next - a not uncommon feeling in this job. Some British papers were reporting on the BBC as the Baghdad Broadcasting Corporation, for having put correspondents in to broadcast from enemy territory. Funnily enough, it didn't feel to me that at the time that we were on Iraq's side in all

of this, even if we were in Iraq, with our ministry minders at our side at every step, listening to every word, our hotel rooms bugged, and briefings at the Iraqi ministry of information given with a thin veil of menace which terrified me almost as much as our Iraqi driver's road skills had done on the way in.

Unlike MOD briefings, I always had the feeling that the wrong sort of question being posed to the cigar-smoking Tariq Aziz or his colleagues in Baghdad could land us in rather hotter water than the withdrawal of MOD biscuits, or whatever other sanctions are available these days to quell unruly correspondents. I spent a lot of time during those long weeks in Baghdad wondering - as I have done frequently over the years - about the role of the reporter in wartime, especially when your own country and your own countrymen are at war, putting themselves in danger, with their own families back at home watching the news for the latest reports - or alternatively, finding themselves unable to bear to watch the news just in case. Kate Adie once said that when your own country goes to war, it confuses the role of the reporter - but that in the end, all you can hope to do was witness as much as you can, and report on what you see and hear accurately. Because the essence of what we do relies on trust - the trust of our audiences - and the trust given by those we interview, to get things across as truthfully and honestly as we can. Most of the time, the relationship between the media and the military is a pretty decent one, though there are those who would argue that asking the media to come and embed is a bargain with the devil: because once journalists are unleashed on a story, they can't necessarily be controlled. And we can't be relied on to be 'on-message', even if we - for the most part - tend to succumb willingly to a kind of Stockholm syndrome, because we are being fed, watered and looked after by the units we embed with.

The invasion of Iraq in 2003 was a prime example of that. I volunteered to go, after being based in Kuwait that January and February, reporting on the build up to the war. Early that March, there was a very civilised meeting at the MoD where we were issued with our war correspondent armbands and we all signed the Green Book. I was relieved, as one of the un-fitter recruits, to be told that I would be embedding with British forces attached to the media 'hub', rather than one of the spokes. So we drove off into the desert in our convoy, and were rapidly put in our place at our first camp - told to do a nuclear, biological and chemical drill in the baking heat while putting up our tents. I have never put up a tent in the baking heat in a gas mask and full NBC kit before, and hope never to again. But it was an interesting demonstration of where the

## Humphrey Memorial Lecture

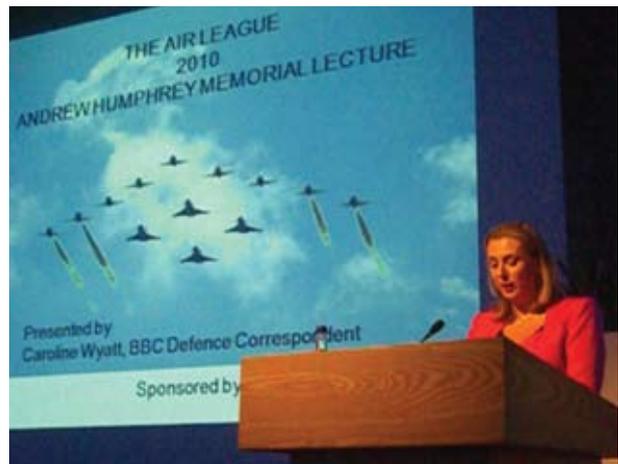
Correspondent *Caroline Wyatt* on 23 November

power lay. We knew that as embedded journalists, our lives were in the forces' hands. It was hard if not impossible to be impartial: you have, in effect, chosen a side from the very beginning. But that did not mean that we gave up the right to be analytical or indeed critical in the best sense, when reporting on what we saw.

Afghanistan has been an interesting war and also began as 24 hour news was just taking hold, and I remember standing - on a rooftop - in Khodja Bauouddin, embedded with the Northern Alliance in 2001, when the US and British air strikes began there. That night, I was asked every hour what I could see. The initial strikes were over Kabul, hundreds of miles away, so the only true answer was 'nothing'. But that 'nothing' could extend to a 7 minute live interview on the news every hour, all the way through the small hours, as there was little else to say or see or go to at that time of night anywhere else in Afghanistan.

I do fear though, that roof-top journalism, the kind of journalism in which getting the story right comes second to getting the back-drop right, is something we have to work hard to resist. And there is a second newer danger for those reporting on defence or reporting on war. We are now much more dependent on our own armed forces than we have ever been - and perhaps, in cases such as the war in Afghanistan or Iraq, too dependent. We know, in the information age, that we are often regarded not as independent reporters but as potential assets and participants in the information war - as General Sir David Richards, the most recent successor to Sir Andrew Humphrey, mentioned in his first speech as CDS. Yet whatever we may feel personally, in terms of loyalty or patriotism, or admiration for those we are embedded with, we must still work hard to maintain the ability to question and to challenge, even if that can mean biting the hand that feeds us our rations.

And there is a third danger - one that is perhaps not so new. There is a famous passage from Evelyn Waugh's brilliant satirical novel *Scoop* - with Lord Copper the proprietor of a newspaper called the *Daily Beast*. His rookie reporter William Boot is about to be sent to cover a civil war in an East African country. This is what Lord Copper tells him about what is expected: "What the British public wants first, last and all the time is News. Remember that the Patriots are in the right and are going to win. The *Beast* stands by them four-square. But they must win quickly. The British public has no interest in a war which drags on indecisively. A few sharp victories, some conspicuous acts of personally bravery on the Patriot side and a colourful entry into the capital. That is The *Beast* policy for the war..."



ABOVE - *Caroline Wyatt*

Let me see. You will get there in about three weeks... We shall expect the first victory about the middle of July."

There are many kinds of journalists who are involved in putting the news on your screen but they fall into two broad categories - those who go and those who stay. There is a tension between these two groups. Those of us who travel and want to see events for ourselves - to witness what is happening on the ground, and to report it first-hand - are allergic to conversations with our news editors back in London that begin with the words "Well, the way we see it here in London is..."

We do have to fight preconceptions, and challenge stereotypes at both ends. Yet in the time that I have been doing this job, another striking change has been the almost complete withdrawal of the American TV networks from foreign news of any sort that doesn't directly involve American troops or clear American interest. With the exception of CNN, most networks have closed overseas bureaux. There is also a danger that foreign news in the future will be shaped to fit a certain narrative template. That narrative template is shaped by certain values, certain rules. We must make sure that we do not allow the values of the entertainment industry to leak into newsrooms. This is not a new threat. Remember Waugh's observation. Lord Copper tells the luckless William Boot that the British public has no appetite for a war that drags on indecisively.

The culture is different here to that in America, where the Pentagon has sometimes been caught out spinning news stories out of fictions, as in the case of Private Jessica Lynch. We have a far stronger public service tradition in our news culture. But we still have to be vigilant. A just war can't be harmed by the reporting of what is true, however awkward, however much it contradicts the justifying narrative of the war. That can, in the long run, only be harmed by falsehood or deception. There should be no tension between our responsibilities as a reporter and my responsibilities as a citizen of a democracy at war.

# MEMBERS' NEWS

Leading Edge member **Mike Perham** is aiming to be the youngest and the first ever person to fly and sail solo around the world. Last year he became the youngest person to sail around the world single handed.

Eighteen years old Mike, who comes from Potters Bar, learned to fly with Cabair. His flight must start and finish at the same aerodrome, crossing all meridians and be not be less than 19,864nm (equal in length to the Tropic of Cancer). Mike is currently seeking sponsorship for his epic endeavour and he hopes to be off next summer. You can follow Mike's progress through his website [www.challengemike.com](http://www.challengemike.com) or phone him on ++44 (0)7973 524455. If you want to support Mike, please get in touch.

**Tom Crowle, 2010 Joseph Gaggero Flying Scholarship:** I am writing to thank The Air League for the opportunity you gave me in awarding me a Flying Scholarship at Tayside Aviation in Dundee. All the staff and instructors were excellent and I took full advantage to talk to them and find out how their career in aviation had started. This was a valuable

insight into the work required for the PPL and CPL. Indeed while I was at Tayside two of my instructors left to begin their first commercial jobs with Logan Air which was very inspiring. Despite the consistently windy weather I managed to fly solo after 4hrs. This was a fantastic experience and one I will remember for a very long time. My flying continues with the University of Wales Air Squadron, with the generous help I have received from the Air League and my sponsor Mr JJ Gaggero, and some self funded lessons. I hope to gain my PPL by summer 2011. Hopefully this will be my first step in a rewarding career in civil aviation. I will continue to be a member of the Air League for many years to come and hope that you will be able to offer this excellent opportunity to many other people like myself.

**Georgia Ehrmann, 2010 Red Arrows Flying Scholarship:** I am just emailing to inform you that I was delighted to pass my PPL skills test on 29 November at Wycombe Air Centre. I would like you to know how incredibly grateful I am for the Red Arrows Trust Air League

Scholarship I received this Summer, without which, my PPL would have definitely not been possible. It was an absolutely fantastic opportunity and it significantly helped my progress. I have now seen firsthand just how important the Air League is in making flying accessibly for young people like me. Thank you so much.

**Alec Sharp, 2010 Marks & Spencer Flying Scholarship:** I cannot thank all those involved at The Air League enough for giving me the opportunity to begin to pursue a dream that I have had from a young age, I still find it hard to believe that I managed to get a scholarship for the 12 hours flying and that by the end of them I would be taking off, flying and landing all by myself! Again, I have to thank you for understanding my position during the summer months and letting me fly locally at Old Buckenham Airfield. I thoroughly enjoyed being tutored by Peter Harris, an ex-service helicopter pilot who was an endless fountain of useful information, and Gerry Honey another ex RAF pilot was also very helpful and encouraging. Words cannot express my gratitude for giving me this opportunity and I can assure you that it's not wasted and I have officially caught the flying bug! I am currently saving hard to continue my lessons and exams. Thank you once again.

**Adam Roberts, 2010 Sir Michael Cobham Flying Bursary:** I would like to take a moment to thank you profoundly for the flying bursary you awarded me. I used the bursary to gain an AOPA basic aerobatics certificate. I hope to continue with competition aerobatics. I enjoyed the course even more so because it was flown at the flying club, and on the aircraft, that I achieved my NPPL on a year earlier. Both the AOPA aerobatics certificate and my NPPL would not have been possible without the generous awards from The Air League Educational trust. Thank you for helping to support my passion.



ABOVE - An RAF Typhoon, one of a flight that recently took part, for the first time, in exercises with the Indian Air Force. Indian pilots were able to experience Typhoon flying in two seat aircraft. Typhoon is one of six contenders for an IAF requirement for at least 150 medium multi-role combat aircraft to supplement the large fleet of Su-30MK air superiority fighters, which are now built under licence in India. During the recent Typhoon visit, RAF Chief of the Air Staff, ACM Sir Stephen Dalton flew a vectored-thrust Su-30MKI. (MOD/RAF Crown Copyright photo)

## New Members

**Full Members:** Mr J Alderwick

**Student Members:** Mr N Ball, Mr S Blundell, Mr J Froom, Mr S Graham, Mr S Hale, Mr J Lota, Mr R Mansell, Miss P Marks, Mr R Strachan

## Diary Reminders

28 March: Youth in Aviation, House of Commons

For up-to-date information on all our activities please visit our website at [www.airleague.co.uk](http://www.airleague.co.uk) where you can register for changes to be sent to you by email as they are announced.

  
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