



# The Air League Newsletter

Issue 4: July/August 2011

## UK AEROSPACE INDUSTRY BATTLING THE STORM

**A**DS, the UK's aerospace, defence and security trade organisation (formerly the SBAC) published its UK annual aerospace sector survey last month, covering the calendar year 2010. It indicated that while the overall sector performed well, with sales up by over 2% to over £23 billion, employment fell by 4% to 96,500, though productivity continued to rise per employee by 6%. However, there was a sharp fall (11%) in orders due entirely to a massive 29% fall in defence orders. Civil business continued to rise, with orders up 3% to £19 billion. Exports now account for 70% of the total, but there are continuing concerns that although civil orders look healthy as airlines come out of recession and new markets expand, the defence sector is now highly dependent on legacy programmes and a relatively small number of very high value contracts with one customer in particular, Saudi Arabia.

ADS states that the UK is still number one in Europe and second only to the US worldwide in aerospace revenues, with a 17 per cent global market share. The report underlines the overall strong performance of UK aerospace in 2010 in a challenging environment, but this will become even more difficult through 2011 and beyond as the impact of the SDSR defence cuts begin to bite. The new policy is not only reducing orders for new equipment, but also upgrade and sustainment activity in the future, which will cascade throughout the supply chain. Increased contractorisation of the remaining support roles still undertaken in-house might part-compensate for this loss of business, but fortunately the UK sector is much less dependent on sales to the domestic government (at 19%) than the US (57%) or EU average (27%). Last year defence exports rose by 4.5%

The report states that although employment fell last year, recruitment into the sector will become essential over the next few years owing to the large proportion of current employees who will be retiring. A positive factor is the 7% rise in the number of students involved in relevant sector subjects. The future is not only dependant on young people entering the sector, but also on the level of investment in research, development and technology. The R&D and R&T spending in the UK is still lower than in any of its global competitor nations suggesting the vital need to improve this situation. In 2010 the civil sector grew R&D spending by

7% while in defence it fell by 5%. Industry contributed 48% of overall R&D investment and government 24%.



*ABOVE- The Eurofighter Typhoon remains the most important air programme in the UK, but less than half the original planned fleet of 230 is likely to see RAF service. Export hopes remain high, but the forthcoming sales battle with France's Rafale for an Indian order for 126 aircraft will be crucial to its future.*

*(Photo: Crown Copyright/MOD2011)*

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# IN THE NEWS

## ATTACK FROM THE SEA



Photo: Crown Copyright/ MOD2011

Army Apache helicopters operating from the deck of HMS Ocean have been used to boost close air support capability over Libya following the demise of HMS Ark Royal and the Joint RAF/RN Harrier Force. The ship has been cruising just off the Libyan coast and the four embarked Apaches have been used to attack and sink high-speed inflatable boats belonging to the Libyan government, and which have been used previously to attack harbour targets. Participating as part of NATO's Operation Unified Protector, the helicopters have also attacked ZSU-23-4 self-propelled anti-aircraft systems on the coast near Zlitan. In the meantime, RAF Tornado and Typhoon aircraft have continued to use large quantities of Paveway precision bombs and Brimstone missiles against multiple targets in and around Tripoli and other Qadhafi loyalist strongholds. The UK developed MBDA Brimstone is reported to have shown itself to be particularly effective at taking out targets in confined locations without causing collateral damage.

## RAF PERSONNEL FLY IN A400M



Photo: Airbus Military

May saw RAF personnel take to the air for the first time aboard the Airbus Military A400M transport aircraft when they visited Airbus HQ at Toulouse to review programme progress using the four development aircraft. Sqn Ldr David Catlow, A400M Requirements manager said, "It's a real pilot's aeroplane. It's nice to fly, very responsive and great fun. For an aircraft in the development phase, it

feels remarkably like the production standard." The photo shows from l to r: Sqn Ldr David Catlow; Sqn Ldr Graeme Gault, MOD A400M Desk Officer; Flt Lt Steve Whitnall, Evaluator Pilot, A400M, 206 Sqn; Sqn Ldr Ed Horne, A400M Desk Officer, HQ 2 Gp.

## NEW TRAINERS JOIN RN



Photo: Ascent

Four new Hawker Beechcraft King Air 350ER special mission aircraft have been converted by Cobham at Hurn, Bournemouth, and delivered to Ascent Flight Training Ltd for Royal Navy Observer training duties under the UK Military Flying Training System contract. The aircraft replace withdrawn Jetstream trainers and are to be used to prepare RN Observers to navigate and operate their aircraft tactically, prior to commencing operational

flying training on Lynx, Merlin and Sea King helicopters. Fitted out with twin student training consoles and twin instructor consoles, the King Airs are equipped with 360-degree Telephonics RDR1700A under-belly radars with full navigation and communications suites. The onboard training system is managed by CAE's Tactical Mission Trainer software which includes the embedded Blue Ridge synthetic radar. This allows numerous opportunities to download training from the later stages in the training pipeline. Actual radar images and synthetic inputs can be merged to maximise the value of the training sortie. This can include, for example, locating a surface ship target on the aircraft radar, but using a visual image from the system's data library. To the student, the operating procedures and display image will appear the same as if the visual image was collected by a pod-mounted electro-optical sensor. Cobham will be providing all the daily support for an initial five year period, based at RNAS Culdrose, where No 750 Naval Air Squadron will carry on its long established Fleet Air Arm crew training tradition.

## LEADING EDGE update

Once again, this year's Flying Day proved to be as successful as previous years with many opportunities to get airborne. Leading Edge members were able to try their hand flying a number of different types of gliders and the afternoon saw a good deal of thermalling take place. On the powered side, some of the League's extended friends were kind enough to fly in with a variety of types including a CAP 10, RV4 and Pete Well's homebuilt SA180 Twister. With powered flying operating in harmony with gliding (a rare occurrence at many airfields!) all present were given the opportunity to fly and to really get some 'hands on' relevant to their particular level of experience.

This year's Flying Day was the first time that a careers event was run in parallel with the main flying activities. In attendance were organisations such as CTC Wings, the Royal Aeronautical Society and the Light Aircraft Association who were on hand throughout the day to provide tailored careers advice. With many people present who had just completed flying training or who were already engaged in the process, Leading Edge Members were given the opportunity to engage with them on a one-to-one basis to ask some important questions. The careers element of the day is something that we will be repeating next year, on a much larger scale.

The now legendary BBQ, along with Pete Well's Twister display, was the high point of an excellent day. The Flying Day was one of a number of events in the calendar for Leading Edge members. By the time you will have read this, seven lucky members will have had the opportunity to see the Reds conduct an in season practice at Scampton and in August, we'll be touring the Air Accidents Investigation Branch (followed by some Wakeboarding!) and we'll also be heading down to Brooklands Museum for a private tour. More details (and events!) will be announced soon via the website and our dedicated Facebook page.

# COMMENTARY *by Aeronautica*

## Skies Threatened

**I**t is not just the UK's defence capability and associated standing in the world that appears to be facing a downgrade. The country's leading position in Europe as a world aviation hub is threatened – with government aviation policies likely to speed the pace of decline. Already Heathrow has lost its historic No 1 position in terms of routes served, and while global airport competition increases, with rival airports adding new routes, interchange facilities, extra runways, terminals and rail links, Britain's Coalition government has, in the eyes of many, abandoned long term commitment to civil aviation in order to appease environmental pressure groups who challenge the right of aviation interests to respond to growing air traffic demands. We are told by ministers that the era of “predict and provide” is no longer acceptable and those wishing to fly from London's airports in the future will just have to make-do with airports that are forever restricted to the same runways they had when they were built, decades ago. Thus, unless there is a change in policy, using Heathrow, Gatwick and Stansted will gradually become more and more problematical as aircraft have to queue to take off and circle waiting for a landing slot. The fact that they are burning off and wasting far more fuel as a result, (190 tonnes of fuel every day at Heathrow alone, according to NATS) and causing avoidable loss of productivity for time-conscious business travellers, never seems to surface in arguments justifying the new hard-line against London's airport expansion.

The quick surrender of the government to those zealots who are keenest to exploit green issues for political gain, has robbed the UK aviation sector of cheerleaders in positions of political influence who might seek to counteract the dangerous policy drift that continues to make the aviation business environment more and more difficult. The surge in oil prices has had a massive impact on airline profitability, as the operators have struggled to keep air fares affordable. What is not so generally recognized by the average airline passenger is that the increase in UK air travel taxes, on top of the higher oil prices, has not been passed on in full through higher fares. As a result, airlines are being squeezed at both ends. Even if passengers buy low cost tickets they still have to pay the air travel and other taxes and surcharges, so a short haul ticket that might be advertised at £25 can easily end up costing £80 or more. Yet for the airline, the total revenue that can be extracted from some short-haul ticket sales might be as little as £16. For long distance fares, these additional costs can add up to several hundred pounds on top of the basic fare. The government not only looks upon air travel as a valuable cash-cow for the Treasury ( hardly any income from aviation taxes is redistributed back to the sector), it increasingly acts as if restricting demand for air travel is a noble cause, and no doubt this helps to justify its hostility to new runway construction. It is hard to understand how any UK government can adopt such short-sighted and biased views as mainstream aviation policy concerning a wealth-generating business sector that supports hundreds of thousands of jobs and contributes so much to attracting billions of pounds worth of business to the UK economy, through the gateway of London. Willie Walsh CEO of combined British Airways and Iberia has said, “There is absolutely no opportunity for growth at Heathrow-none.” He plans to expand his Madrid hub instead. It is to be hoped that the government's civil aviation consultation document, to which the Air League has responded, will provide an incentive for policy to be amended accordingly, before irreparable structural damage is caused.

But it is not just airlines and airline passengers who are suffering, and going to suffer more in the future. Britain also has Europe's most thriving business aviation community, with private and corporate aircraft taking some relief from the major hubs, boosting regional airport traffic and earning much foreign income. But measures on taxation, and the most aggressive carbon offset demands in Europe, could threaten many operators and encourage them to move overseas. Already many have discovered the advantages of re-registering their aircraft and operations in the Isle of Man, which is amongst the most tax friendly bases in the world for civil aviation. On a more international scale of operations, the fast developing Middle East airports, such as Dubai and Abu Dhabi, are in receipt of



(Lockheed Martin photo)

*ABOVE - The coming revolution in unified European Air Traffic Management systems will help deal with London's congested air space, but will not be enough to prevent a capacity crunch if no more runways are allowed to be built.*

massive government support and inward investment on an unimaginable scale by UK standards. The exploding aviation markets in the Far East, led by India and China, cannot expand air traffic routes or airport capacity fast enough. Their people want to travel for holidays and to do business – and won't accept for themselves such self-damaging aviation policies, dressed up as environmental initiatives, as they see being enacted in the UK.

By not even allowing greater use at London airports of existing runways through additional flying hours and combined take-off and landing on each runway at Heathrow, there appear to be no alternatives to extra runways emerging in evolving policy. The longer-term intention of introducing integrated European Air Traffic Management systems will of course help squeeze more movements into any airport, but unless other capacity measures are permitted, this will not prevent other European airports taking away even more traffic from London. The recent call by UK regional airports for the government to impose even higher taxes, through a congestion charge for London airports, was condemned by Gatwick Airport management in a statement issued on 17 June. “To ask them (passengers) to fly into a remote regional airport and then take the train is simply ludicrous. They may just decide not to come to the UK at all.” it stated. While critical of the regional airports' call, it welcomed the government's current consultation on reforming air passenger duty and pointed out that UK passengers already pay the highest tax on their tickets than anywhere else in Europe. This policy must change.



# Air League 2011 Annual Reception

**O**n Tuesday 21st June, HRH The Duke of Edinburgh, patron of The Air League, hosted the League's Annual Reception in the wonderful setting of St James's Palace. The Air League's Annual Reception is a key event in the national aviation calendar and once again it proved to be an excellent opportunity for both sponsors and recipients of the scholarships and bursaries to meet one another. The sunlit Palace apartments provided a stunning backdrop as awards were made to those who had completed 40 flying scholarships, 19 flying bursaries, 7 engineering scholarships and 11 gliding scholarships during 2010. Although fewer

than last year, The Air League Education Trust has done very well in the current climate to maintain scholarships at this level thanks to the stalwart support of our sponsors.

The evening also recognised a number of personalities who had made outstanding contributions to aviation. Air Commodore Rick Peacock-Edwards was recognised for his contribution to flight safety at air displays and to aviation in general. For his tremendous work for Flying for the Disabled, and as Chief Executive Officer of Aeromobility, a Framed Address was also awarded to Mike Miller-Smith. In recognition of his work as Chairman



*Georgia Ehrmann receiving her flying scholarship certificate from the President.*



*Gabriel Wong receiving his flying scholarship certificate.*



*Dr Almut Dunnington receiving her ballooning bursary certificate.*



*Jeyshanth Shanthakumaran receiving his flying bursary certificate.*



*The Patron with Lady Burridge, Rosalie Mans and Sir Michael Marshall.*



*The Patron with scholarship winners.*



*Hollie Rosier receiving the Evie Saunders Memorial Cup.*

# Recognises Aviation Excellence

of the Leading Edge, a Framed Address was awarded to British Airways Senior First Officer Andrew Perkins. The fourth Framed Address went to Virgin Atlantic Captain Steve Noujaim for demonstrating airmanship skills and stamina of the highest order in breaking the London – Cape Town – London record set by Alex Henshaw back in 1939.

The Billy Deacon Search and Rescue Memorial Trophy, commemorating Billy Deacon who was posthumously awarded the George Medal in November 1997, was awarded to Winch Operator David Peel and Winchman Simon O'Mahony for their service in the recovery of crewmembers

from the 27ft yacht "Blu Argent", which was breaking up in heavy surf on The Shingles Bank, Isle of Wight, on the 14 April 2010.

The Marshall of Cambridge Medal was awarded to Daniel Marshall for his enthusiastic and unstinting work in support of Leading Edge activities and stewardship of the Air League website. The Air League Founders Medal was awarded to Sir John Rose of Rolls-Royce. The Scott Farnie Medal, for meritorious work in the field of Air Education, was awarded to Michael Oakey. The Jeffrey Quill Medal, for meritorious work in the field of airmindedness, went to Group Captain Terry Holloway of Marshall of Cambridge.



Rhianna Mills receiving the Prince Philip Flying Scholarship.



Rick Peacock-Edwards receiving a Framed Address.



Andy Perkins receiving his Framed Address.



The Patron with Air Cadet helpers.



Terry Holloway receiving the Jeffrey Quill Medal.



David Peel and Simon O'Mahony receiving the Billy Deacon SAR Memorial Award.



The Patron and Emma Wilce make a point.



## 2011 FLYING SCHOLARSHIPS

### *Sponsor/Flying Scholarship*

### *Recipient*

The Prince Philip NPPL Flying Scholarship	Miss Rhianna Mills from Belper, Derbyshire
TAG Farnborough Airport NPPL	Mr L Sanderson from Farnborough, Hampshire
Airbus UK	Mr A Jones from Rhiwbina, Cardiff
BAE SYSTEMS (John Cunningham)	Miss L Hockly from High Wycombe, Buckingham
Battle of Britain Fighter Association	Mr D Bentley from Stockport, Manchester
British Women Pilots Association	Miss M Parker from Reading, Berkshire
Cobham plc (Sir Alan Cobham)	Mr C Howe from Colchester, Essex
Captain Colin Barnes	Mr M Askew from West Derby, Liverpool
D G Marshall	Miss E J Nicholls from Worcester, Worcestershire
HQ Air Cadets (The Air Cadets Scarman)	Mr J Baldwin from Bootham, York
HQ Air Cadets (The Air Cadets Scarman)	Mr L A Ball from Helston, Cornwall
HQ Air Cadets (The Air Cadets Scarman)	Mr D Davidson from Crawley, West Sussex
HQ Air Cadets (The Air Cadets Scarman)	Mr D Mehta from Hayes, Middlesex
HQ Air Cadets (The Air Cadets Scarman)	Mr O Thomas from Walsall, West Midlands
HQ Air Cadets (The Air Cadets Scarman)	Mr S Youngman from Erith, Kent
Hugh Pope	Mr S Berry from Rainham, Kent
Lady Humphrey (Andrew Humphrey)	Miss L Harvey from Stirling, Stirlingshire
Lucas Aerospace	Mr N J Ball from Chichester, West Sussex
Marshall Aerospace (Sir Arthur Marshall)	Mr T Crowle from Brynmill, Swansea
Rhodes-Moorhouse VC	Mr R E Williams from Plymouth, Devon
Royal Aeronautical Society	Miss T Quigley from Milford Haven, Pembrokeshire
Sir James Martin (Martin Baker)	Miss K E Yule from Shadwell, Leeds
Swire Charitable Trust	Mr G Bendall from Mold, Filtshire
Swire Charitable Trust	Mr H W Davies from Neath, Port Talbot
Swire Charitable Trust	Miss R Fincham from Norwich, Norfolk
Swire Charitable Trust	Mr N Hibbert from Chester, Cheshire
Swire Charitable Trust	Mr H Lane from Crawley, West Sussex
Swire Charitable Trust	Mr A Mitchell from Leamington Spa, Warwickshire
Swire Charitable Trust	Mr D Newson from Bristol, Avon
Swire Charitable Trust	Miss S Reed from Gwernesney, Usk
Swire Charitable Trust	Mr R Strachan from Dundee, Tayside
Swire Charitable Trust	Mr H Wisdom from Knebworth, Hertfordshire
The Coachmakers Livery (Victor Gauntlett)	Mr S Gervais from Langley, Berkshire
The MacRobert Trust	Mr R Paterson from Larbert, Stirlingshire
The Red Arrows Trust	Mr C Lapsley from Grangemouth, Stirlingshire

# and Bursary Winners

## 2011 GLIDING SCHOLARSHIPS

### *Sponsor/Gliding Scholarship*

ALET (Aero)  
ALET (Aero)  
ALET (SLMG 10 Hrs)  
ALET (SLMG 10 Hrs)  
ALET (SLMG 10 Hrs)  
Darren McQuoid (Cross- Country)  
Darren McQuoid (Cross- Country)  
John Marriott (Cross-Country)  
John Marriott (Cross-Country)

### *Recipient*

Mr J Cray from Tunbridge Wells, Kent  
Mr C Field from Warminster, Wiltshire  
Mr D Chilcot from Dunstable, Beds  
Mr K English from Kingston Upon Hull, East Yorkshire  
Mr W Hilton from Stokenchurch, Bucks  
Mr J D Morris from Sale, Cheshire  
Miss B Redpath from Faversham, Kent  
Mr M Cockle from Woodford Green, London  
Mr S Cooper from Claverham, Bristol

## 2011 ENGINEERING SCHOLARSHIPS

The JN Somers Charitable Will Trust and Rhodes-Moorhouse VC Charitable Trust jointly support these awards.

### *Placement Company*

Altitude Global  
CABAIR  
Eurocopter UK  
Marshall Aerospace  
Marshall Aerospace  
Tayside Aviation  
Wycombe Air Centre

### *Recipient*

Miss V Earl from Chigwell, Essex  
Mr T P Milne from Nottingham, Nottinghamshire  
Mr L Travers from Greenford, Middlesex  
Mr B Sahan from Waltham Cross, London  
Mr M Titman from Banbury, Oxfordshire  
Mr M McSorley from Old Kilpatrick, Glasgow  
Mr D Mehta from Hayes, Middlesex

## 2011 FLYING BURSARY

### *Sponsor/Flying Bursary*

Air League Educational Trust  
Air League Educational Trust  
Bucklands Memorial  
British Women Pilot Association  
Emirates  
Emirates  
Mark Philip Jones Memorial  
Nigel Blood  
Nigel Blood  
Norman Barber  
Sir Michael Cobham  
Sir Michael Cobham  
Sir Michael Cobham  
Sir Michael Cobham  
Sir Michael Cobham  
Sir Michael Cobham  
Sir Michael Cobham  
Sir Michael Cobham  
Sir Michael Cobham  
Sir Michael Cobham  
Sir Michael Cobham  
The Red Arrows

### *Recipient*

Mr M Lett from Rochester, Kent  
Dr L Szkatula from Waterlooville, Hampshire  
Miss C Challis from Rainham, Kent  
Dr J Dodman from Chorlton, Manchester  
Mr A G P Roberts from Heswall Hills, Merseyside  
Dr R D Wiltshire from Southampton, Hampshire  
Mr J R Audcent from Yatton, Bristol  
Miss L Running from Carluke, South Lanarkshire  
Mr A Vickery from Tiverton, Devon  
Mr R S Mott from Redditch, Worcestershire  
Mr M Amey from Ilford, Essex  
Mr S Carmichael from Dunstable, Bedfordshire  
Mr M Davis from Birmingham, Worcestershire  
Mr T J Dean from Heacham, Norfolk  
Mr J Huckstep from Amesbury, Wiltshire  
Mr A Monk from Winchmore Hill, London  
Mr B Moore from Basildon, Essex  
Mr J Pearson from South Chailey, East Sussex  
Mr B J Ward from Chichester, West Sussex  
Mr M Wareham from Fleet, Hampshire  
Mr B Lion from Maidenhead, Berks

# MEMBERS' NEWS

**Sophie Stachera, 2010 Prince Philip Flying Scholarship:** I would like to thank you for presenting me with the Prince Philip Flying Scholarship. I now only have to complete my skills test, before I will qualify for the NPPL. It has been a fantastic period over the last few months; I have received great instruction from Bruce Abbot and have achieved things that I would never have been able to on my own. I have been accepted into Sandhurst to train as an officer. This is again a life changing opportunity that I have been lucky enough to be granted and one that I am very excited to begin. I truly believe that along with all the other things I have achieved during my life that, the Prince Philip Flying Scholarship has been one of the biggest and most influential to further my career and propel me closer to achieving my dreams. I sincerely hope that the next recipient has as good a time flying that I have.

**Paul Thomason, 2010 MacRobert Flying Bursary:** I am writing to thank the Air League for the award of the MacRobert Flying Bursary. I successfully completed the Night Qualification over three days last October. The standard of instruction was very high and my instructor, Martin West, was exemplary and went beyond what is expected of an instructor. Due to the length of daylight in October and the limits of the airport opening hours it was going to be difficult to complete the qualification while I was on the British mainland during the school holidays. This wasn't helped with excessive crosswinds on one of the nights, when flying was out of the question. Never fear, my instructor who was always willing to help decided that he would come in very early on the last morning. This saw both of us arrive at the airport in plenty of time to get the aeroplane checked and ready

to taxi for departure at 06:20 while it was still officially night. It was the first time I have seen a sunrise while piloting an aircraft but hopefully I will see plenty over the course of my future career. The Night Qualification is a pre-requisite for a Commercial Pilot Licence and I really am extremely grateful for the assistance offered by the Air League and the MacRobert Trust in helping me to achieve this. I completed the ATPL Theory exams last August with an average score of 91% across the 14 subjects. After being denied a career break from teaching this year I hope to undertake one in the very near future in order to complete the CPL and IR, which I am very much looking forward to and then hopefully a flying instructor course.

I am making the journey down from Shetland, along with my parents, for the Air League Annual Reception on the 21 June. Once again I would like to express my gratitude for this bursary. It has enabled me to make a significant addition to my flying skills. I very much admire the work of the Air League and only wish that I was not as geographically distant as I would be willing to get more involved with the Air League. If you feel that I could be of assistance to the Air League with my background in education and working with young people, I would be happy to help in any way I can.

**Clare Irons, 2010 Sir Michael Cobham Flying Bursary:** I am writing to express my gratitude in being awarded flying bursary. I have enjoyed every minute of my IMC Training. This bursary has helped me to achieve another valuable step towards achieving my ATPL. I would like to take the opportunity to thank The Air League and my sponsor, Lady Cobham. Your generosity has allowed me to undertake critical training for my future flying career.

**Kieran McTaggart, 2010 NPPL (12Hrs) Gliding Scholarship:** I would like to thank the Air League for the generous award of the 2010 SLMG (self-launching motor glider) scholarship, which I flew at the world renowned Lasham gliding society. It was a brilliant environment to fly in, one in which the pilot needs to maintain constant vigilance of the many hazards (gliders on aerotow, dropping cables, mirrored circuits, even jet traffic!). The majority of my training was flown with the CFI Colin Watt, and DCFI John Simmonds, both pushing me through every stage of training. When it came to assessment, I was introduced to Andy Aveling, a man who doesn't seem happy unless airborne. His enthusiasm for flying was infectious, and it was only after we had completed the navigation skills test and were flying back to Lasham that he told me he was a training captain on Boeing 757/767's, yet he still loved flying the small stuff. Subsequently I visited Thruxton in the Boscombe Down military zone, as well as Shoreham on the south coast for my solo navigation trip. Sitting in the queue for departure behind six other aircraft was quite a long experience, but it all added to the memory.



After completing the SLMG syllabus, I used the allowances of the NPPL to further fund SSEA (simple single engine aircraft) differences training with a taildragger rating, with a mind to flying vintage aircraft in the future. The scholarship has been a real jump off point for me, and my next target is the full JAR PPL, allowing me to fly other vintage types with complex engines. I hugely appreciate the ALET's very generous award, and hopefully this small snippet goes some way to show that.

Thanks again and kindest regards.

## New Members

**Corporate Members:** Airport Operators Association, Raytheon Company

**Full Members:** Lucy Hockly, Daniel Messinger

**Student Members:** James Baldwin, Daniel Bentley, Ben Followell, James Hawkins, Stuart Parsons, Andrew White

## Diary Reminders

- 16-17 July: Royal International Air Tattoo, RAF Fairford
- 18-24 July: Aviation Paintings of the Year Exhibition, Mall Galleries
- 17 August: Leading Edge visit to the Air Accident Investigation Branch
- 11 October: Andrew Humphrey Memorial Lecture
- 28 October: Youth in Aviation Meeting, Swire House
- 18 November: Air League/British Airways Environmental Conference, BA HQ Waterside
- 30 November: Council Meeting, RAF Club

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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