



The Air League Newsletter

Issue 2: March/April 2011

Air Policies Under Seige

In this issue we examine the growing concern within the Air League over the Coalition government's air policies, specifically relating to the future of civil aviation and the UK aerospace industrial sector. Taken in conjunction with the fallout from the most ruthless culling of defence programmes and capabilities for half a century, the threat to Britain's inter-dependent aviation, defence and aerospace industry sectors is unprecedented, and once lost can never be re-built.

The government repeatedly confirms that it recognises these sectors play an essential role in maintaining the country as world class in aviation, second only to the US. It recognises that they provide vital outlets for employment in highly skilled science and engineering jobs, the development of new technologies, the growth in high-value export earnings, and the safeguarding of essential autonomous defence capabilities. Yet while rival nations are expanding capacity to meet expanding markets, British aviation policies concentrate on reducing capacity, cutting investment in R&D and

offering no strategy to halt the accelerating pace of decline. The shockwaves are cascading through the supply chain, the defence sector is facing a programme famine, opportunities to generate exports are disappearing as off-the-shelf defence purchases grow and the civil aviation sector is facing enforced constriction through capacity manipulation. The Air League is going to be as vital as ever over the coming months and years as it campaigns to influence policies that are now seriously threatening the UK's hard-won position as the world's No 2 aviation nation.

Chilled Out A400M



ABOVE: The Second Airbus Military A400M development aircraft spent four days in Kiruna, northern Sweden, for cold weather trials in February. Temperatures down to -21 degrees C were experienced and the aircraft successfully achieved all the planned test points during a programme that focused on the performance of the powerplants. (Airbus Military photo)

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The Leading Edge *update*

Members of the Leading Edge have kick-started the year with a number of projects and activities. The UK Youth in Aviation event, scheduled for 28th March, will take place in the House of Commons and is set to be an excellent event. We'll be taking our message direct to some of the country's decision-makers, the aim being to show them the benefits that aviation can bring to today's youth and how they can help create the right conditions to ensure future growth. Though spearheaded by the Air League – Leading Edge, the event will also showcase some of the noble work that is done by other leading aviation voluntary organisations such as aerobility, the BGA, the Air Cadet Organisation and Air Scouts. We'll have full details of how the event went in the next issue but if you'd like to get involved in events like these, do feel free to get in touch with Andy Perkins or Scott Pendry through the usual channels: the Air League facebook page or email youth@airleague.co.uk.

A number of events for Leading Edge members are being planned. Some events to look out for in the next few months include a trip to RAF Lyneham, home to the UK's military air transport operations; a possible trip to RAF Scampton to experience the fighter control environment with 1 Air Control Centre and of course, the Reds. And in June the Air League will be hosting its annual flying day at Bicester. Full details will be circulated nearer the time.

Finally, Leading Edge member (and Air League Webmaster) Dan Marshall has provided a photo

taken during his epic Phenom 100 delivery flight from the Embraer factory in Brazil to Oxford Airport. Dan, who became a First Officer with Oxford-based business jet operator FlairJet last year, completed the flight during the tail end of last year.

BELOW - Dan is pictured with the Phenom 100 at the Embraer factory.



2011 ANNUAL RECEPTION

The President, Chairman and Council are delighted to announce that our Annual Reception will be held at St James's Palace on Tuesday 21 June 2011. This is the occasion when our major awards for the year are presented, and certificates and badges are presented to those scholarship and bursary winners able to attend.

- Individual members wishing to attend the Reception should complete the enclosed flyer and return it to the League office as soon as possible.
- All award winners will receive a separate letter from the Director inviting them to the Reception as a guest of the League, with an application form for tickets for their guests.
- Corporate members will also receive a separate letter and application form.

Members are encouraged to come along to this excellent occasion in the splendour of St James's Palace. Please bring your friends and family along to enjoy our annual family occasion.

For security reasons, those attending will need to produce, in addition to the Admittance Ticket issued by the League office, two forms of identification which between them will confirm Full Name, Date of Birth and Current Address.

THE PRESIDENT WRITES

Back to our roots..... I'm Afraid!

The Government's Green Paper with its rather laborious title of Equipment, Support, and Technology for UK Defence and Security: A Consultation Paper is a worrying document. Originally intended to pave the way towards a revised defence industrial strategy by which companies could assess their positioning and investment in the UK, the document's minimalist approach suggests that the advances made since the 2005 Defence Industrial Strategy have been expunged from the corporate memory. Indeed, it states: 'the thinking behind these documents needs to be rethought (sic) significantly in the light of our new National Security Strategy and set more firmly in the current challenging context of affordability.' But, in so doing, there is a grave danger that the proverbial baby will go the way of the bath water.

The constrained approach to operational sovereignty attenuates military commanders' ability (and that of their political masters) to assess the risk to which their forces will be exposed. Understanding the stealth characteristics of a platform or the functioning of the software that drives the self-defence equipment is fundamental to this assessment. For a nation which is used to asking its military forces to operate at the very edge of the operational and equipment envelope—as do our helicopter crews on a daily basis in Afghanistan—an intimate understanding of the functioning of military technology is vital. The UK currently has the industrial base to allow this, and modest levels of Government involvement would see it continue though the will to do so seems not to exist. The result will see the UK's ultimate relegation to the second division of military powers because we will be caused to shrink our risk appetite away from the edge of the envelope.

The now historic decision to buy the JSF means that, at the end of Typhoon production, there will

be no notable combat aircraft or helicopter work in the UK that would see the preservation of the critical mass of design and development engineering that, until now, successive governments have been able to take for granted. Of course, support contracts will continue but, even with the addition of Urgent Operational Requirements, the UK industry will no longer live up to the maxim of 'a factory not a garage'. This has ramifications for the skill base in terms of graduate employment and apprenticeships as well as the stimulation and capacity of university research departments. The 2005 DIS saw this coming and invoked the concept of strategic partnering, an aspect that the Green Paper studiously omits in favour of mentioning SMEs 84 times.

The saviour in all of this in the Green Paper is deemed to be exports. Yet the document confirms the default position as open competition in the global market and to buy off-the-shelf where possible. This fails to recognise the importance of the UK armed forces' 'kite-mark' in the eyes of potential export customers. The UK's armed forces are held in the highest esteem internationally for their operational expertise; they are regarded as discriminating customers for their own equipment; the fact that such equipment is used relentlessly on operations provides compelling evidence of its effectiveness; and they know how to get maximum value for money in the support of their equipment through the application of world-leading contracting arrangements. Nations who buy off-the-shelf from off-shore suppliers forego most of these advantages. These aspects sit behind the UK's defence export record as number two in the world over the last decade with an average annual value of £7 billion and 79% of this revenue has been in the defence aerospace sector. Interestingly, over the past five years more than 50% of the UK's defence exports have gone to one customer – Saudi Arabia – and with predominately two products

– Typhoon and Tornado. So what will happen next?

Aggressive competition from the US and other European nations with a willingness to enter into Government-to-Government agreements and to offer training as part of the package will see the UK rapidly lose its competitive advantage, particularly as it strives to get a toe-hold in new markets or in sectors other than aerospace. Exporting as a tool of industrial sustainability is thus a risky strategy for the UK.



RAeS (National Aerospace Library)

So, for the Air League, we are indeed visiting our original roots. In our founding year of 1909, our predecessors commissioned a cartoon in Punch. It showed John Bull standing atop a cliff gazing mournfully over a dockyard and harbour. Poised menacingly above them were the airships of France, Germany and the United States. The caption read, 'Stands England Where She Should?' It was linked, of course, to our original resolution that:

'We deplore the backwardness and apathy shown in this country about aviation which is a vital military and commercial capability.'

History may yet repeat itself!

Sir Brian Burridge

The Editor visits Joint Helicopter Command at Netheravon during Exercise as crews and helicopters are prepared for an operational return to



The latest RAF Chinook at Netheravon with its in-theatre defensive aids suite, flare launchers and extra-large side panniers - a legacy fit from the original order for 8 HC3s for Special Forces use

We have all become familiar with television reports from Afghanistan depicting the harsh realities of soldiers' lives in the dangerous IED-infested front line of Helmand Province. But not so well appreciated is the massive air effort behind the scenes that makes it possible to sustain the ground forces, every day and every night, so they always have airlift when they need it, so the ammunition, rations and water don't run out, so timely casualty evacuation can be relied on, and when really close air support is on hand when needed. Little of this is shown on TV, and even on the ground in theatre there is not always full awareness of how much training back home is required to prepare and sustain this level of

deployed tactical air support. It remains a fact that without such air assets to provide mobility, flexibility and the domination of airspace overhead, then many tens of thousands of extra troops would be needed to extend protection and influence over such a remote and hostile region.

The high tempo of active operations in Afghanistan does not provide a suitable environment for large-scale cooperative training between air units and ground forces. They have to arrive in theatre fully prepared for conditions and operations with confidence that procedures and mission tactics are well rehearsed against a realistic scenario. Getting it wrong can cost lives in theatre so

the time and expense of large scale training exercises is an essential investment in crew validation. At first glance, the fertile rolling landscape of Salisbury Plain in Wiltshire might seem a million miles from Helmand, but in February, during Exercise Pashtun Jaguar, the men and helicopters of Joint Helicopter Command spent several weeks working up with ground units of No 3 Commando Brigade, which is due to return shortly to the front line.

The exercise used Netheravon airfield, set up to operate as at Camp Bastion in Helmand, where UK JHC helicopters of the RAF, Army and Royal Navy fly alongside US Marine Corps helicopters based at their own HQ, Camp Leatherneck. Exercise Pashtun Jaguar concentrated on collective training and integrated missions, with much attention on achieving mission objectives, planning, briefing and execution, and judgemental training. As well as the representative base operations, realistic Afghanistan-style Forward Operating Bases have been set up on Salisbury Plain, complete with protective reinforced mesh and rock perimeter walls, gun positions, tents, shelters and vehicle parks, complete with desert camouflaged vehicles. An important element in the exercise is what is known as Judgemental Training. This is official-speak for the training in Use Of Force and Rules Of Engagement and tests crew responses to scenarios that mimic what might arise in the confused circumstances of in-theatre operations. This is based on real-life incidents with replica villages and players dressed in local dress. Crews have to make decisions on whether groups or individuals are innocent bystanders or hostiles and videos are used extensively to debrief crews to examine how successfully they dealt with the challenges. Putting crews into typical mission flight profiles (such as approaching a pick-up point in a threatened landing zone) gives examiners a chance to see how they react and to give them a chance to perfect their skills. US forces also took part in the exercise, which reflects today's operational reality where JHC helicopters are now closely integrated with US units into a 40-strong Joint Air Group operating under the command of a two-star US General.

The helicopters used by JHC in the exercise included the latest RAF Chinook HC3 and Merlin HC3A, Royal Navy Sea King HC4s,



ABOVE - SK4s depart on another exercise mission

LEFT - Cockpit view over Salisbury Plain from an SK4, showing its dated instruments.

WILTSHIRE

Pashtun Jaguar Afghanistan.



Photos by Richard Gardner

ABOVE - Non-typical resident of Wiltshire - but typical local from Helmand

Army Apache Longbow attack helicopters, Lynx AH7s and an optical pod-toting Gazelle posing as a UAV. Because of the altitude and temperature difficulties experienced in Helmand, the lift performance of the participating helicopters was restricted in UK winter conditions to enable more representative missions to be flown. This meant, for example, that a Lynx could only lift between 2-4 troops and a Merlin between 9-20. In contrast, the more powerful Chinook could still carry between 19 and 40. In Afghanistan, Apache and Lynx Mk9 helicopters provide escort duties to troop-lift helicopters and it is almost unheard of to fly over the operational areas without being in a formation of at least two aircraft, so there is always an aircraft available for immediate support if there is a problem with the other. Apaches, armed with cannon, rockets and missiles, have enormous firepower to bring to focus against any hostile ground elements and almost every transport helicopter carries

BELOW - Machine guns are carried on all UK helicopters to provide additional firepower "to keep hostile heads down" when operating in theatre.



LEFT - Apache Longbow up close



Lynx AH7 lifts off in a flurry of leaves. Upgraded Mk 9 Lynx share escort duties with Apaches in Afghanistan and also act in the search, strike and surveillance role.

its own cabin-mounted machine guns. Operating unseen and at a safer altitude are RN Sea King Mk 7s acting as flying command posts and radar surveillance and communications platforms.

Managing the primary operational mission in Afghanistan is difficult enough, but without the mobility and protection provided by air power, the job of providing security on the ground would be near impossible. Exercise Pashtun Jaguar is part of the ongoing effort to make sure effectiveness can be maximized within the constraints imposed by political reality.

On 26 January the Rt Hon Theresa Villiers MP, Minister of State, Department of Transport, addressed members and guests of the Air League in the House of Commons. A copy of the prepared speech is available on the Air League website, but as the Minister used this as a basis for her shortened speech, and took questions from the audience, this report concentrates on the main points covered during the meeting, which was sponsored by TAG Aviation.

The Minister began by stating that the UK aviation sector will always enjoy strong support in Parliament. She said she was aware of the Air League's wealth of knowledge and expertise in this field and recalled that over the years it had played an important role championing British aviation and holding successive Governments to account on issues affecting the sector. She added that it continued to make an important contribution today, as the Coalition develops a new policy framework to deliver a sustainable and successful future for aviation.

She said that two of the Coalition's highest priorities were to tackle the debt crisis and to support growth. It was important to have a policy framework that allows the aviation industry to flourish in a highly competitive global market. She reminded the audience that the UK aviation industry generates about £11 billion a year, and employs around 200,000 people. By bringing communities across the world closer together, aviation supports hundreds of thousands of jobs elsewhere in the economy, she said.

She then spoke of the task the government faced to enable the industry to operate in a sustainable way, while consistent with climate change commitments as well as reducing the impact of flying on local communities by addressing issues such as air quality and noise impact. She said, "We rejected proposals for new runways at Heathrow, Gatwick and Stansted because they would have caused an unacceptable level of environmental damage - particularly in relation to noise." She added that aviation needs to play its part in helping to deliver a low carbon transport system while contributing to sustainable economic growth.

She then paid tribute to Britain's contribution through engine and wing technology towards increased aviation efficiency and reduced emissions and noise, and she said the government looked forward to real advances on biofuels and such innovation as the Rolls-Royce Advanced Open Rotor engine designs.

She said the decision to reject new runways at the south east's three biggest airports makes it more important than ever to ensure that we make the best use of the capacity we have. She said the new South East Airports Taskforce would focus on improving the passenger experience at these airports within the capacity constraints we face, and also help other airports address issues affecting passengers. "Regional airports right across the country make a vital contribution to local economies," she said. "A key part of our approach to aviation is to seek to create the right conditions for regional airports to flourish." Among the issues under consideration were: border queues, and how to improve

their handling, security and resilience. She explained that the aviation industry had said that the system can sometimes be too prescriptive and process-driven in its requirements, so the government is working on a fresh approach that will further improve security but in a more passenger-friendly and efficient way.

Turning to a third key element of the work of the Taskforce, resilience, a sub-group is looking at ways to make better use of existing capacity both inside and outside the terminal. This could involve improving the flow of passengers through the airport or changing the scheduling and movement of aircraft on the ground. She said the government is hoping to find collaborative solutions which see airlines and airports in working more cohesively together to improve the overall journey through the airport. "We're considering the overall approach taken to capacity management. In any transport system there is a trade-off between capacity and resilience. For years, the question at Heathrow was always how many more flights can be squeezed in? Arguably, insufficient regard was paid to the impact on resilience of continuing to fill up the airport ever closer to its physical capacity limits. I believe that needs to change." She said she believed that a much stronger focus was needed to see if better working practices could give the airport more breathing space to recover when things go wrong. She added, "Following December's severe weather the Resilience sub-group is also considering measures to improve winter preparations".

The Minister said there are a number of ways that reforms of airport regulation could improve the quality of service that airlines and passengers receive. She wanted a more flexible system and proposed to give the CAA the powers it needs to become a more responsive regulator throughout the control period - she wished to enhance its effectiveness to intervene more quickly if an airport is failing its customers. New enforcement powers would include financial penalties, though she added that the voice of airlines will not go unheard or disregarded by the regulator.

The Minister said she fully recognised that GA's contribution to aviation goes beyond the merely economic and appreciated the importance of ensuring that policy and the regulatory framework for aviation deals with GA in a proportionate way. She added that she engaged with Ofcom when their proposals on spectrum pricing looked set to impose a very heavy burden on GA. While the outcome still involves additional charges, they are far more modest than the initial proposals and reflect the fact that GA concerns have been heard and acted on. She said that after discussions with the Parliamentary Aviators' Group, she wrote formally to her DCLG colleagues emphasising the importance of small airfields to make sure the transport benefits of these facilities were properly taken on board in the planning system. She urged this group and others interested in GA to engage with the Department for Communities as they take forward their plans on reforming the planning system.

The Minister said that in March the Treasury will publish their conclusions on Air Passenger Duty.

"I can assure you that the DfT has contributed to Treasury work on this with analysis on the impact of aviation taxation. We've also tried to ensure the views of different industry players have been fed into the decision-making process." Also in March, the DfT will publish a scoping document posing strategic questions on the way forward for aviation. A draft policy framework will be published for consultation during 2012.

A lively discussion followed on future airport capacity and the government's decision to scrap plans for any new runways to serve London. The Minister told the audience that she thought that better use of existing runways and new high speed railways could free up extra runway capacity used today for short haul air traffic, but this suggestion was challenged by many at the meeting. The Minister repeated her strong commitment to the environment and when pressed further on how future air traffic growth could be handled, she stated clearly that environmental objections to more runways for London were more important than "the old policy of predict and provide".

A Response

In her address to the Parliamentary Aerospace Group the Minister was magnanimous in her praise of the contribution the wider aviation industry makes to the economy. She also praised the industry's history of innovation and technical excellence. She noted that the Coalition's highest priorities are to tackle the debt crisis and supporting growth. And there was the elephant in the room upon which no comment was made.

The aviation industry is, and will continue to be for some while, a high growth industry in global terms. Demand for air travel will grow at about 4.5% per annum in the medium term with demand in the BRIC countries growing at a much faster rate than the average. China is building 120 new airport facilities to cope with this growth, with many of these airports requiring direct connectivity to tourist and commercial hubs in Europe and elsewhere. The growth in demand for air travel is from outside Europe to hubs inside Europe. Business in Europe, and especially the UK, will require a high degree of connectivity to these markets if export led growth is to resume. Already Paris and Frankfurt are more connective to these markets than Heathrow.

Investment in infrastructure of course contributes to growth, provided it is supported by sound economic gains and is not simply taxpayer-funded activity leading to no long term productivity gains. The case for investment in airport infrastructure is compelling, particularly if substantially privately funded, providing connectivity to the world's high growth markets and in an industry which itself has a high growth rate. Improved access for tourists from these markets would add a considerable multiplier effect through tourism. Against this background the Coalition has baldly stated that there will be no new runway capacity in the South East. This stance may be felt to buy time for another study followed by another white paper, however there is no 'status quo' in aviation. The opportunity is there to underpin growth in the economy with connectivity

to growth markets. It will not last long as other routes are developed leaving the UK with sub-hub facilities.

There have been 26 ministers for transport over the last 30 years, under both Labour and Conservative governments. In this time we have built rail infrastructure under the Channel which does not connect to our two major international airports. We have failed to connect East and West London; and we have failed to plan long term aviation infrastructure. The aviation industry has invested in technology and continues to do so. The industry has significantly reduced noise and continues to do so. The industry is committed to rigorous carbon emission targets, again to be achieved by heavy investment in technology. To match these investments, perhaps the Coalition Government could seize the opportunity to create a sensible long term plan for aviation in the South East whilst implementing as a matter of urgency a short to medium term plan to increase capacity.

John Sharman

Airport News

- Passenger numbers handled at all UK airports fell by 3.5% in 2010
- Passenger using Heathrow in December were down 10.9% compared to Dec 2009
- TAG Aviation has had its appeal approved for doubling aircraft movements to just under 50,000 per year at Farnborough
- Stansted passenger numbers fell 7% in 2010
- In 2010 BAA handled 2.8% less passengers compared to 2009
- An EU Green Paper has recommended adding VAT to all air and sea transport. It is understood that this could generate an extra income of £10 billion from UK aviation. As it would add 20% to fares, this move could have a major impact on the struggling aviation sector.



ABOVE: Government airport policy encourages more efficient use of regional airports to take pressure from London's major international hubs. At Southend, the groundwork has started on the airport's new passenger terminal, which is part of a major upgrade to prepare for expanded regional flights serving business and holiday destinations. As well as a new terminal, Southend is building a new control tower, a new railway station and a runway extension. This expansion is due to be completed by 2012 and will be able to accommodate passenger growth up to 2 million per year by 2020.

MEMBERS' NEWS

Sue Girdler TG Aviation Limited, Manston Airport, Kent, Managing Director: In 2006 I was awarded an Air League Educational Trust Flying Bursary towards my AOPA Aerobatics Certificate. I was undertaking the flying at Manston Airport and completed the hours covered by the bursary but unfortunately the airfield went into administration. Last year I finally managed to complete the course flying on our Boeing Stearman. I have now got a Provisional Display Authorisation that will allow me to continue training in the hope that I can one day achieve a high enough standard to go on and display the aircraft. I would like to say a very big thank you to the Air League for the earlier help that I received. I may not have been able to complete the course at the time but the dream lived on.



ABOVE - Sue Girdler and instructor Sam Whatmough

Chris Webber, 2010 Battle of Britain Fighter Association Flying Scholarship: I recently completed my flying scholarship at South Warwickshire Flying School; I would like to thank you for providing such an opportunity. As an Air Cadet I had accumulated around 10 hours of powered flying experience and, thanks to a gliding bursary last year,

roughly the same time in conventional gliders. Combined with the 12-hour scholarship, I am now in a fantastic position to continue towards my goal of holding a PPL. I have already written to the flying school in appreciation of their instruction and support, but it would not have been possible without the provision of the scholarship itself. Over the two-week course I not only developed my practical flying skills, but also took time to study for and sit two of the exams required as part of the PPL syllabus. By far the most exciting aspect of the course was the opportunity to fly solo. Whilst I have flown solo in gliders previously, doing so in a powered aircraft with other traffic in the circuit was an amazing experience and I look forward to continued solo flight as I continue my flying training. Thank you once again and I hope many more future scholars are able to enjoy the fantastic opportunity of a flying scholarship.

Paul Wigginton, 2010 Nigel Blood Flying Bursary: I would like to thank The Air League for awarding me the Nigel Blood Bursary. The tail wheel conversion in a piper Super Cub proved very useful. All the instructors at the Tiger Club provided excellent instruction with many years of experience on tail wheel aircraft. The tugmaster at my local gliding club is allowing me to fly the tug aircraft once I have achieved my silver gliding badge, which I'm hoping to have finished by early next year. To become tug pilot would allow me to gain experience whilst also assisting my fellow club members. Once again a big thank you to all personnel involved at The Air League; your support is invaluable to aviation in the United Kingdom

Ross Willington, 2010 Joesph Gaggero Flying Bursary: I am writing

to thank The Air League and my sponsor for my flying bursary. The money was used to assist the funding of my IMC Rating which I completed at South Warwickshire Flying School. Without doubt the addition of this rating to my licence has formed me into a far more competent, professional and confident aviator. I am no longer quite naive about the rigour of cloud flying! Although achieving this rating has been very hard and tiring work, I have had tremendous fun too and am now well set up for the full Instrument Rating. Once again thank you very much to yourself and my Sponsor.

John Wright, 2010 BAE Systems (John Cunningham) Flying Scholarship: I would like to express my gratitude for having been awarded a Flying Scholarship in 2010. I undertook my training at Tayside Aviation and all the arrangements were excellent. I could not fault the flying school itself whatsoever. The continued dedication and commitment to the students of all the instructors and ground staff was exceptional and incredibly helpful. The whole experience made for an unforgettable introduction to flying. I used the 12 hours of training that I was awarded to provide a solid foundation of flight training. I can now build on this base and progress further towards my PPL. Once again my sincere gratitude and thanks for all of your help

Gabriel Wong, 2010 Swire Charitable Trust Flying Scholarship: I am writing to thank The Air League and my sponsor for my flying scholarship. The scholarship has given me the opportunity to further my knowledge and skills on a number of levels. It has also allowed me to develop a much broader understanding of aviation as a whole which has been highly beneficial for my future career in the aviation industry as a commercial pilot. The time I spent with South Warwickshire Flying School has been very enjoyable and I made good progress towards my PPL as well as developing close friendships with staff and fellow students alike. I will help to raise the profile of The Air League and its work to people who are interested in aviation.

New Members

Full Members: Matthew Amey, Nicholas Cardoso, Stuart Carmichael, Daniel Chilcot, Nikki Daley, Emily Duffy, Vincent Harding, Michal Konewecki, Barry Moore, Maryanne Ogbogbo, Robert Wiltshire

Student Members: Alex Banderia, Luke Barlow, Christopher Bennett, Samuel Berry, Josh Blenkinsop, Courtney Challis, Richard Clark, Martin Cockle, Matthew Coombws, Hywel Davies, Matthew Davis, Rishi Dhokia, Neeraj Durgai, Alexa Ferguson, Dominic Gamble, Ruth George, Gino Giannone, Anthony Gilbert, Helen Haile, Lynn Harvey, Mong-Loon Kuet, Christopher Lane, Harrison Lane, Lewis Lang, Tim Milne, Oliver Moat, Daniel Newson, Eleanor Nicholls, Ross Paterson, Michael Perham, Beth Redpath, Adam Richards, Matthew Rowland-Hall, Louis Sanderson, Natasha Seel, Baran Shan, James Smith, Charles Thompson, Katie Turner, Peter Tytherleigh, Christopher Wakeford, Benjamin Ward, Douglas Wood, Samuel Woodward, Jacob Wright

Diary Reminders

28 March: Youth in Aviation, House of Commons
4 June: Leading Edge Air Day, Bicester
16 June: Council Meeting and AGM
21 June: Annual Reception

For up-to-date information on all our activities please visit our website at 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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