



The Air League Newsletter

Issue 3: May/June 2012



(Lockheed Martin photo)

UK'S FIRST JSF TAKES TO THE AIR

On 15 April 2012, BK-1, the UK's first Lockheed Martin F-35B Lightning II production aircraft, made its inaugural flight. Lockheed Martin test pilot Bill Gigliotti took the short takeoff/vertical landing (STOVL) B version of the aircraft through a series of functional flight checks during a sortie that lasted 45 minutes. This aircraft will complete a series of company and government checkout flights prior to its acceptance by the Ministry of Defence and will then be used for training and operational tests at Eglin Air Force Base, Florida, beginning later this year.

"Not only is this a watershed moment for the Joint Strike Fighter program, since BK-1 is the first international F-35 to fly, but it also brings us one step closer to delivery of this essential 5th Generation capability for the U.K.," said Group Captain Harv Smyth, the Joint Strike Fighter UK National Deputy.

The Air League is acutely aware of the debate within the MOD over whether the government should reverse its SDSR decision to switch JSF procurement from the F-35B to the naval F-35C model, as a result of studies indicating that after an absence of 35 years a return to conventional catapult/arrestor carrier operations would involve a huge increase in RN expenditure. Not only would such a move involve re-configuration and re-building of the new aircraft carriers (provision to "future-proof" them for just such an event was relaxed

some years ago), but the decade-long task of training and re-building from scratch the operating proficiency of deck and air crews required for safe operations at sea is now considered unaffordable, even relying on extensive exchange postings with the US and French navies to maintain some carrier expertise. Since the SDSR announcement the development delays with the B model have been overcome, while the C model now needs further development following problems that arose during carrier deck trials. In the meantime, the UK's considerable STOVL front line operating capability has been abandoned, so a return to the F-35B will no longer be a smooth transition from the Harrier and will involve a challenging training and preparation phase, much of it in the USA. Major benefits however include joint RAF/RN operations, which will be easier to sustain, close co-operation with the US Marines could be re-established and the "go-anywhere" flexibility of V/STOL would return. Following years of systems development in the UK on the VAAC Harrier, the F-35B will feature a highly automated ship-recovery capability. Rolls-Royce, which has developed the B's lift system, would also benefit. An announcement on the chosen F-35 variant was postponed but may have been made public by the time this newsletter is published. If there is continuing uncertainty, then CVF programme costs will continue to soar, wiping out the anticipated savings from disposing of the Harriers and remaining Invincible Class carriers.

In this issue...

Olympics 2012 - the air dimensions P2 • Aeronautica P3 • Airports for the future P4-5
The Leading Edge news P6-7 • Members' News P8

AIR LEAGUE IN PARLIAMENT

Olympics 2012 - The Air Dimension

Air League Members, Members of both Houses of Parliament, senior figures from the Services and industry, and guests filled the Strangers' Dining Room in the House of Commons on 23 April to hear a fascinating background presentation on how the air aspect of providing security for the forthcoming London Olympics was being organised.

The meeting was sponsored by Dr Julian Lewis MP, supported by Rolls-Royce, and the speakers, Air Vice-Marshal Clive Bairsto CBE, and Wing Commander Michael Tetlow, were well-placed to provide a first-hand account, within the bounds of security limitations, of the intensive preparations now in hand, with exercises underway to refine the complex and multi-organisational safeguarding plans. AVM Bairsto is the Director Integration and Readiness, Government Olympic Executive, and Wg Cdr Tetlow is Olympic Planner (RAF) assigned to the Metropolitan Police.

The presentation included charts which highlighted the enormous support organisation that has had to be assembled to allow such an intensive sports event to take place in London, and also at all the other associated Olympic venues, some of which are far from the city which is the centre of attention. There are five domains covering transport, security, city operations, the London organizing committee and government services. The London organizing committee was described as "the glue that threads it all together", and at the time of the presentation, a three-day exercise was about to take place, which would further test the integrated organisation designed to keep things moving and to provide a thorough security blanket to make the games as safe as possible. Against a backdrop of the London mayoral elections and the start of the London tourist season, and the ongoing high alert situation against potential terrorist attacks, the preparations were described as the most challenging ever in the run-up to such a high profile global event.

The key to the total control of the air space over the Olympic event areas was to establish a known air environment in which potential threats can be identified, tracked and removed from restricted areas or dealt with if necessary. The potential air threat might come from microlights and powered hang-gliders, balloons, small GA type aircraft, including gliders, helicopters, business jets and

commercial airliners. Ensuring that none of these air threats can penetrate the security zones has involved considerable planning and exercising. There will be no GA flying in the London area except at Denham, White Waltham and Fair Oaks, but Heathrow and London City services will be unaffected and there will be an exemption for Battersea heliport, but with new procedures introduced. All movements in the restricted areas must comply with their previously submitted flight plans and transponders must be operational. Helicopter emergency services are exempted but extra procedures will be in force.

The Recognised Air Picture will provide enhanced surveillance and ATLAS Control will be co-located at Swanwick alongside NATS to provide additional air traffic control capacity with Service personnel. Additional air assets are involved to ensure there are means to intercept any type of air threat. This will include a Typhoon forward QRA (Quick Reaction Alert) deployment to RAF Northolt in West London, an E-3 AWACS providing airborne early warning and command and control facilities, and armed Lynx and Puma helicopters to patrol close to and over the Olympic sites. HMS Ocean, a helicopter carrier, will be positioned in the Thames to provide 24/7 helicopter coverage and the Pumas will be land based. Additional Type 101 mobile fighter control radar will also be provided to improve low-level radar cover. Other operational assets, including missile options, are also part of the overall security plan.

Lessons from previous Olympics games events and previous terrorist incidents have been incorporated. There can be little doubt that comprehensive information management and co-ordinated control is playing an essential role in the behind-the-scenes activity designed to make the 2012 London Olympic Games memorable for all the right reasons.

In thanking the two speakers for their very interesting presentation, Air League President Sir Brian BurrIDGE noted the huge scale of this operation and commented that it was the first time that such an exercise had been conducted using the social media as an ingredient and in an environment that included a high national threat from terrorist attacks. He said that knitting the security management together so as to be safe without being intrusive was a major achievement.

2012 ANNUAL RECEPTION

The Air League Annual Reception will take place in St James's Palace on Thursday 31 May. The Reception will mark the 60th anniversary of HRH the Duke of Edinburgh becoming our Patron. Please sign up by Friday 18 May for an especially special occasion.

COMMENTARY *by Aeronautica*

British Air Power Celebrates its Centenary

In April a double aviation centenary was celebrated at Farnborough. It was on 13 April 1912 that the Royal Flying Corps and Royal Aircraft Factory were officially created, paving the way for the formal establishment of a combined British military air arm and an official centre for aviation research and development. This was the birth of air power and grew out of the previously fragmented activities carried out by the Army and Royal Navy, supported by visionary individuals and small pioneering aeroplane companies. The Royal Engineers Air Battalion, based at Farnborough, and a Naval Wing, based at Eastchurch, would form the basis of the new RFC, developing what had been a mix of enthusiastic and negative official views on aviation, but bringing, at last, government support for a cohesive organization that recognized the potential of air power. And with increasing aviation progress in Germany, France and Italy, it was clear that more technical effort was needed if Britain was to be able to grow a home aviation capability that might supply the future needs of the Army and RN.

Little did anyone realize at the time that over the next six years British air power and manufacturing would see massive expansion with the production and operation of over 22,000 military aeroplanes. The First World War introduced the new concept of air warfare – a third dimension over the battlefield – which has remained dominant in military strategy to this day. This was truly the dawn of military aviation, and Farnborough was at its heart with the operational administration of early flying units and, in the Royal Aircraft Factory, a growing capacity to design, build and test not only engines and aeroplanes, but everything to do with equipping and operating them. While engine and aircraft production reverted to commercial manufacturers,



Photos by Editor

ABOVE - A replica BE2 observation aircraft celebrates the centenary of its own design as well as the centenary of the Royal Aircraft Factory and the Royal Flying Corps at Farnborough on 12 April.

the role of research and development testing continued after 1918 when it became the Royal Aircraft Establishment.

On 12 April, a replica BE2, the original of which first flew 100 years ago and which was designed by Geoffrey de

Havilland and built at the Royal Aircraft Factory, returned to Farnborough skies and parked in front of the original RFC Headquarters, now the museum of Farnborough Air Sciences Trust, alongside the famous Black Sheds, where so many early RFC squadrons were formed and based. Participating at the celebrations were representatives from the first three squadrons, which went on to become Nos 1, 2, and 3 Squadrons of the RAF, and also representatives from RAF Odiham, which is only five miles from Farnborough. Later, an Army Air Corps Apache joined the BE2 and a DH Dragon Rapide in a fly-past over the former RFC HQ building, now known as Trenchard House, in memory of Hugh Trenchard, "The father of the RAF" who had his office there before taking the RFC squadrons to the Western Front in France.



ABOVE - The new RFC/Royal Aircraft Factory exhibition in the FAST Museum where the original RFC HQ was established in 1912. The exhibition is open every weekend for the rest of the year.

LONDON AIRPORTS

The Chancellor, Mr, Osborne has assured MPs that the government is reviewing UK airport policy to ensure that the right long-term decisions are taken. He has also said that “all options” are going to be looked at again. The Air League welcomes that, but notes with some concern that he has made one exception. He has repeated his pledge that Heathrow will not get a third runway, and has gone out of his way to underline that there is now cross-party agreement on this matter. While this is undoubtedly so, there is also almost unanimous agreement amongst major airport operators, airlines, industry and business organizations that the runway capacity deficit in South East England is already damaging the economy and will increasingly harm British business if our London airport hubs cannot expand to meet growing market opportunities.

A recent report by FTI Consulting claimed that there would be a £47 billion loss to the UK economy unless runway capacity increased. Heathrow is

already running at 99% capacity and as British Airways and Virgin have pointed out, there is little if any scope to attract new direct services here from China and India – a severe competitive disadvantage. The combined BA/Iberia IAG is now looking to expand international services from Madrid as London Heathrow approaches its planned maximum capacity. Even with huge new passenger terminals to accommodate more people at peak times, nothing can be done to avoid the lengthy aircraft queues for take-off or frustrating stacking, as a landing slot is awaited. The sheer waste of fuel and extra CO2 emissions that all this delay generates seems to avoid comment by those opposed to runway expansion.

All the statistical and anecdotal evidence shows clearly that new business follows and then consolidates around key communications hubs as overseas customers select destinations that provide the most frequent and convenient facilities they need. Continental European airports already offer international gateways with four, or even six runways, while Heathrow, the world's



ABOVE - Heathrow sunset. A Boeing 747 and re-developments currently do

busiest international airport, now has four fewer runways than it had in the 1950s! As the recent incident at Gatwick demonstrated, the operational vulnerability of a single runway is all too obvious. Britain's second busiest airport was designed to supplement Heathrow, but its lack of a second runway means that it cannot fully exploit its considerable potential. The same goes for Stansted. When the single runway is closed by an emergency, it does not take long for massive delays and diversions to occur. In the recent Virgin Atlantic A330 incident, the airport authorities and airline handled the situation with commendable speed, but nevertheless a very large number of in-coming flights had to be diverted all over the country and thousands of departing passengers were stuck on the ground while the problem was sorted. It is to be hoped that a similar incident does not happen at Heathrow or Gatwick during the Olympic Games. The cost in extra expenditure and lost man-hours, not to say massive inconvenience and reputational damage, can soon run into £ millions – and all because there



ABOVE - The South Terminal at Gatwick provides an alternative competitive long-haul gateway for London, but with 53 take-offs and landings every hour from its single runway it is artificially restricted in attracting new services.

Photos by Editor

FOR THE FUTURE



37 at Terminal 3, where improvements
minimize the Central Terminal Area.

is insufficient spare runway capacity at any of London's major airports.

No amount of reviewing and re-considering options will help unless difficult but vital decisions are taken soon on how to actually increase airport capacity- not just shuffling traffic around in the hope the political opposition and environmental protests will somehow evaporate. No government likes to make humiliating U-turns on policies, but collectively London's airports

must have new runway capacity, and comparatively soon, or it will simply cease to be an attractive destination and will then slip into the cycle of decline that has wiped out so many other UK industries in recent times. Civil aviation is a priceless UK national asset and deserves better than to be treated as just a golden source of tax revenue. There is a widespread consensus within the sector that current aviation policy is no longer fit for purpose and a crisis is not far away.

So what can be done to help re-build London's airport capacity? The proposal for a Thames Estuary mega-airport looks exciting, but is probably around 30 years too late to save the approaching capacity meltdown, even if it could be funded, which is far from likely. The costs of land reclamation, new surface transport and support infrastructure, on top of the actual cost of building and equipping a major new Hong-Kong style off-shore airport, could be £70 billion or more. If a relatively straightforward new high-speed rail line from Euston to Birmingham is to cost £30 billion, then "Borisport" must cost many times more than any figures quoted so far. If an all-new Estuary solution is too

expensive, and would delay the capacity solution too far into the future, then what else might help? If Heathrow runway expansion is to be ruled out for political reasons, then it would seem that second runways at both Gatwick and Stansted will have to be sanctioned. This would transform their utility, would be in line with what has always been planned for them, and could be achieved within a decade if there was a political will to go ahead. The idea of using Northolt as a supplementary runway for short-haul traffic only, might free up some extra Heathrow runway capacity, but would require expensive new road and rail facilities beyond what exists today alongside a very congested and often stationary A40. But it is not a far-fetched fantasy and the runway exists as an under-used MOD asset.



ABOVE - New aircraft like the Boeing 787 are bringing ever more direct long-haul services from the Middle East and Asia to Europe, and London is starting to miss out in these new markets.



ABOVE: Gateway to an expanded future? The high-level footbridge between terminals at Gatwick provides a glimpse of the airport's bright future, where by 2020 some 40 million passengers are expected annually.

The re-birth of Southend Airport shows how regional airports can offer attractive new services which avoid the main London hubs, but the new global air services to and from Asia require numerous interline services not lengthy surface inter-airport transfers and airlines have shown no interest in the "Heathwick" concept linking Heathrow to Gatwick with a new dedicated rail line. There is no way around this capacity conundrum other than by grasping the nettle, taking difficult, if not unpopular decisions, and showing a bit of firm leadership from the top.

The Editor

Youth in Aviation Parliamentary Reception

Our 'Youth in Aviation' Parliamentary Reception was a huge success. Held on 14th March and opened by Government Transport Spokesperson Earl Attlee, the event saw all of the organisations who form the Air League's Youth in Aviation Panel come together to showcase what they offer to invited guests including MPs, Peers and industry stakeholders. Although the afternoon was a light-hearted affair with lots of catching up with counterparts from other



ABOVE - Earl Attlee opening the Youth in Aviation event in the House of Lords, together with Baroness Gibson.



ABOVE - The Air League team celebrate completion of another successful parliamentary event.

flying organisations, it was also a great way to highlight some of the challenges that voluntary organisations face. This was articulated by Air League Chairman Keith Mans when he welcomed everyone to the reception. Andy Perkins and I would particularly like to thank Baroness Anne Gibson who not only hosted the event but who also has been asking some focused aviation questions in the Lords and keeping the Government on its toes!

Upcoming Activity

The Leading Edge has never been busier and there hasn't been a better time to be a member. Our next big event is the Youth in Aviation Flying Day at Bicester on 12th May which is being coordinated by Andy Perkins. Continuing the spirit of cooperation established by our parliamentary reception, we'll be joined by organisations such as the RAeS Young Members Board, GAPAN Young Members and the ACO. Looking further ahead, Leading Edge Panel members are busy organising a whole host of events: Harry King is lining up our presence at the 2012 Farnborough International Air Show, Joe Audcent is planning a trip to the control tower at LHR and Dipeet Mehta will be organising a visit to the Reds later on in the year. And that's just the tip of the iceberg as many more events are being planned!

BA Cardiff Maintenance Visit

On the 3rd April 2012, 12 lucky members of The Air League were given the opportunity to visit the British Airways Maintenance (BAMC) base at Cardiff Airport. After assembling in the reception of this mighty building we were given the necessary welcome and safety brief by our very informative and knowledgeable guide. We then passed through the central atrium into the service hangar. I think we

were all taken aback by the sheer size of the building, let alone the size of the aircraft. BAMC provides all the heavy maintenance on the British Airways long-haul aircraft such as the Boeing 747-400, Boeing 777-200/300 and Boeing 767-300 and in the not too distant future-the Boeing 787 Dreamliner. The first aircraft we toured was a Boeing 747-400 G-CIVV which was literally taken to pieces: with all the seating

removed, the bare structure of the aircraft was revealed. The first class cabin didn't look quite how you would expect! It was hard to believe that this aircraft would be back in flying service within a little over a month. When stood next to these aircraft it's hard to take in their sheer size and weight, but we all appreciated the fact that they are incredible feats of engineering comprising of six million individual parts!

BA Simulator visit

I would like to express my personal thanks for what must be untold amounts of hard work in organising the simulator evening at British Airways in early March. It was a very special evening; educational and enjoyable. From the practice cabin-evacuation to the flying of the simulators, it really helped us to appreciate the hard work and training by all crew members on-board the aircraft.

As a final-year student reading BSc in Air Transport Management at Loughborough University, I really feel that this has helped me broaden my knowledge of operations and training at an airline as well as focus my attention on my future career path. The chance to meet with such enthusiastic and conscientious pilots was really a fantastic opportunity for an aspiring aviator. And then of course there was the flying, which was sublime! A very special thank you must go to Andy Clubb of BA Flight Training and to the pilots: Joe Sach, Dave Stanley, Chris Ransome, Fran Langton, Martin Bethell, Richard Garner, Jonny Lutton, Neil Seymour and by no means least to Andrew Perkins. I understand that they have all given up their own time to help make this event happen. I commend them highly because all executed an excellent job of introducing us to flying these fantastic aircraft and running the whole evening smoothly.

Again, thank you for this invaluable opportunity; it has really cemented my priority to make flying jet-aircraft my career and making British Airways my priority. I look forward to applying for the Future Pilot Programme in due course – my next opportunity to fly the BA aircraft!

Jonathan Moore

The tour then moved onto a fascinating insight into the operation of the jet engine, with two good examples from the Boeing 747 and 777. It was interesting to compare the significant differences between the older 747 with the much newer 777 especially with the fly-by-wire system the 777 uses during operation. We all managed to have a good look-around the flight decks of each aircraft with mixed aspirations of either flying or maintaining these aircraft in the future.

The visit was very beneficial for all of us, perhaps inspiring some to study aeronautical engineering at university level, or join an apprenticeship at BAMC or maybe to further their knowledge in aircraft systems. I would like to thank on behalf of the entire group, BAMC for allowing us the opportunity to visit and Hollie Rosier for organising such an interesting and thoroughly enjoyable day.

Richard Gale



ABOVE - The Leading Edge Youth Panel together with BA CEO, Keith Williams, in the BA Heritage Centre, prior to the BA simulator visit on 8 March

RAF Valley visit

I am writing to express my thanks to The Air League and Flt Lt Phil Bird for the opportunity to attend a fantastic visit to RAF Valley on 4th - 5th April. Without doubt this visit was one of the best I have attended. It started with the friendly welcome received at the main gate and progressing to a well-organised and extremely informative set of activities on the next day. The element of professionalism and friendliness throughout the visit was exceptional and the advice we received was invaluable, especially to someone who aims for a career in military aviation.

One of the highlights of the visit was the first public demonstration of the 2012 Hawk Display. I've seen many aerobatic displays over the years, but Flt Lt Bird's demonstration stands out as one of the best. It was a true privilege to witness this and something we will all remember for a long time. Another highlight was the opportunity to 'fly' the Hawk T1 in the simulator. We were each given half an hour to get to grips with the flying controls and complete some aerobatics, take-offs and landings. It was a great experience which has reaffirmed my aspirations to be a professional pilot in the future.

As an organisation, The Air League offers so many opportunities for young people like me to take part in various aviation activities. The people we meet and the exposure we get is excellent and I feel incredibly fortunate to be a part of this. Thank you once again to Flt Lt Bird and The Air League for a great visit.

Kirsten Yule

MEMBERS' NEWS

Sam Berry, 2011 Hugh Pope Flying Scholarship, I am writing to thank the Air League for awarding me a flying scholarship in 2011. My time at South Warwickshire Flying School was an amazing experience and one I shall not forget in a hurry. During my two weeks at the school, I completed 12 hours of flying and progressed beyond a solo standard thanks to the help of my amazing instructor, Mr Dave Scott-Morgan.

Particular thanks must also go to the work of Mr Rodney Galiffe, principal of SWFS, who had the patience and energy to run mine and others scholarship courses over the summer of 2011. My hours obtained at SWFS will go towards my dream of one day becoming a flying instructor/commercial pilot.

I am very interested in continuing to support the Air League, not just through an annual subscription but to become far more involved in the day-to-day running of the organisation. I pay particular note to the work of Mr Joe Audcent, who I believe is in the process of organising several voluntary events and event marquees across the UK in 2012. I myself am very keen to lend a hand in this area and welcome any opportunity to help. I have been active in talking to my local Sea, Army and Air Training Corps units. I have advertised this great opportunity to take up a course of gliding and flying (even some interest in your engineering schemes) and have encouraged many to apply for the 2012 intake.

Thomas Dean, 2011 Sir Michael Cobham Flying Bursary I have sent a letter to Lady Coham thanking her for providing this wonderful opportunity and have also sent a picture and statement about the Air League bursary to the local press.

I thoroughly enjoyed the course and it presented a number of new challenges

for me to overcome. Flying at night offers a very different experience to daytime aviation, not least because everything looks very different after dark. The course has helped me to greatly improve my airmanship, refine my skills and grow in competence and confidence. The course has also helped me come closer to achieving my ultimate goal of becoming a commercial pilot. Since an early age my ambition has been to become a missionary pilot, as it is a very challenging, varied and rewarding job. This is no mean feat in our current financial climate, so the opportunities and experiences provided by Air League flying bursaries and scholarships have an even greater impact. Thank you once again for giving me this wonderful opportunity to progress in my aviation career.

Kris English, 2011 ALET Gliding Scholarship I am writing to express my gratitude for my Air League Gliding Scholarship that was completed last November. The scholarship has made a most considerable contribution towards vastly enhancing my flying skills. Before I was awarded the Air League Scholarship I had developed a keen interest in flying within the Air Training Corps. I began to self-fund SLMG lessons at a local club through money earned from my apprenticeship with BAE Systems. Naturally progression is slow due to financial constraints and I was absolutely delighted to be awarded The Air League Scholarship. With the 6-hour scholarship I was able to gain over 7.2 hours tuition in the air. The extra 1.2 hours was achieved by electing to periodically soar in unpowered flight, of which time in the air is classed as free. The 7.2 hours gained through the Air League Scholarship has significantly enhanced my airmanship skills, to the extent that I was able to fly my first solo flight on a perfect autumn evening. The experience can

AGM and Annual Accounts

The AGM will take place in the RAF Club at 4pm on Thursday 14 June 2012. The Annual Report and Accounts will be posted on the Air League website (www.airleague.co.uk) during May.

only be described as simply euphoric and I am ever more determined to keep saving towards furthering my fledgling flying career. I am now over a third of the way towards gaining my SLMG Glider Pilot's Licence. Thank you once again for such a magnificent opportunity.

Andrew Lamb, 2010 Norman Barber Flying Bursary: I would like to express my sincere gratitude to both the Air League and my sponsor, Mr Norman Barber, for my flying bursary in 2010. I used the bursary to help complete the final stages of my 15 year journey of becoming a commercial pilot. Having progressed through the Air Cadets and become a motor glider instructor and completed numerous flights and courses in the Bulldog and Tutor, I was then awarded the first Prince Philip Flying Scholarship and gained my NPPL(A). Having then funded my own way through helicopter training, I qualified with my CPL(H) prior to being awarded the flying bursary.

The bursary was instrumental in allowing me to cross the final hurdles in time for the summer flying season and my involvement in a new helicopter charter business; the timing could not have been better! I am now working as line pilot for Helivation Ltd. based in Blackpool and have managed to complete over 200 flying hours for them since completing the bursary. I would undoubtedly not be in this position if it were not for the bursary as it enabled me to be in the right place at the right time to join the team at Helivation.

New Members

Corporate Members: 9F (Islington) Squadron ATC; St Paul's School

Full Members: Martin Cruze, Charles Henry FRAeS, Kate Holzer, Govinder Kalsi, Marjorie Morris, John Randall, Jaspreet Singh, Katherine Snell

Student Members: George Andrews, Ruhul Aziz, TejPartap Bains, Liam Clifton, Jonathan Davidson, Jonathan Downing, James Geary, Harry Griffiths, Amy McPherson Taylor, Tomasz Okulicz, Steven Rice, Daniel Roberts, Thomas Small, Elliot Stark

Diary Reminders

12 May: Bicester Flying Day

31 May: Annual Reception, St James's Palace

14 June: Annual General Meeting, Millennium Suite, RAF Club

17 October: Andrew Humphrey Memorial Lecture, RAeS, 4 Hamilton Place

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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