



The Air League Newsletter

Issue 1: January/February 2013

INDUSTRY CALLS FOR NEW ERA IN GOVERNMENT RELATIONS

As 2012 drew to a close, a seminar held at the Institution of Mechanical Engineers in London heard a wide cross section of speakers from the aerospace, defence and security sectors join with Parliamentarians, academics and ADS, the trade organisation, as well as the Royal Aeronautical Society, to discuss the challenges facing UK manufacturing in the current climate of falling defence spending and rising global competition.

The outcome was a plea for more long-term investment, greater efforts to encourage science graduates and engineering apprentice schemes and a closer partnership between government and industry, based on the Aerospace Growth Partnership (AGP), which is seen as the strategic road-map for the future. Recent government announcements have

shown a more positive attitude towards the aerospace sector, especially supporting space technology, but it is clear that this vital national asset needs a business climate that will attract more research and development investment and new programmes if it is to survive long-term as a major global player.

continues on page 2

SENTINEL SALUTE



ABOVE - This oil painting by Chris French of the Guild of Aviation Artists was commissioned by Raytheon UK to depict the vital every-day operations flown over Afghanistan by RAF Sentinel R1 Airborne Stand-Off Radar (ASTOR) aircraft of No 5 Squadron, which celebrates its centenary in 2013. The painting shows the aircraft and the essential ground support element of the ASTOR capability, which is a joint RAF/Army operation. The painting was presented by Raytheon UK Chief Executive, Bob Delorge, to No 5 Squadron's Commanding Officer, Wg Cdr Allan Marshall, on December 6 at the RAF Club, Piccadilly, where it is to be displayed.

In this issue...

Message from the Chairman P2 • Aeronautica P3 • A turbulent year P4-5
The Waterside debate P6 • The Leading Edge reports P7 • Members' News and Diary events P8

Message from the Chairman

REORGANISATION OF THE AIR LEAGUE AND THE AIR LEAGUE TRUST

As many of you know over the last 18 months we have been carrying out a review of our governance to make us better equipped to take the organisation forward.

To start with, at the beginning of 2012 we shortened the name of our charitable arm from the Air League Educational Trust to The Air League Trust. The aims of the Trust remain the same but the new name more clearly indicates the wide remit that the Trust has.

At our EGM at the beginning of December we completed the main change to our governance, which essentially changed over the roles of the Air League Trust and the Air League. In the past the Air League ran most of our affairs with the Air League Trust our charitable arm embedded within it. The Council was the body ultimately responsible for all our affairs. What we have now done is made the Board of Trustees of the Air League Trust (around nine in total) ultimately responsible for all our affairs, with the Air League embedded in the Trust.

We have done this because most of our activities are charitable ones and it makes sense financially to make use of the concessions available to charities – notably gift aid on members' subscriptions and a reduction in our business rates. In total these amount to between £6,000 and £10,000 each year. At the same time, keeping the Air League as a company limited by guarantee allows us to carry out future activities that may fall outside our main charitable status.

Whilst The Council no longer has ultimate responsibility for the governance of the whole organization it nonetheless has an important advisory role and will in future be able to concentrate on the causes which we want to support, leaving the Trustee Board to supervise the day to day running of the Air League Trust.

Keith Mans Chairman

continued from page 1

There was much evidence that more students are seeking careers in aerospace, to the extent that some science-based graduate courses are now over-subscribed, but in many cases a high proportion of students are from overseas. While this provides a good income for academia, when these students then return home and find increasingly advanced work in their own industries the eventual outcome for the UK manufacturing sector is even more threatened – unless the focus remains firmly set on highly innovative activities that have the potential to be game-changing. All this requires considerable R&D investment, probably beyond what individual companies can provide. While increased UK government help is certainly boosting specialist

areas, including advanced composite manufacturing and space, there was considerable concern over how to safeguard a UK advanced manufacturing capability after legacy aircraft production is phased out later this decade. With few prospects for new military production and the UK's withdrawal from nearly all civil aircraft manufacturing, future options are limited beyond wing production and the supply of components and systems for overseas programmes. Even Airbus UK, owned by EADS, is seeing a gradual shrinkage in its proportion of wing workshare on new programmes. The UK has always had to fight hard to win a worthwhile share in international programmes but this can only be sustained so long as its industry can offer advanced technological solutions that are too important to ignore.



ABOVE - Rolls-Royce recently completed the first flight tests on a Boeing 747-200 of the latest updated version of the Trent 1000 for the Boeing 787-9. This engine can provide 74,000 lbs of thrust, which will be well matched to the stretched 787. (Rolls-Royce photo)

WINDS FROM THE EAST

In today's global aerospace community almost every major air programme involves international partnerships, so it is no longer realistic to imagine that national projects can prosper without a degree of foreign participation. Look beneath the surface of almost any new aircraft and you will find landing gear, fuel systems, electrical systems, avionics, displays and engines that might have come from factories situated in Europe, North America, Russia, China or Singapore. Increasingly the aircraft might have been assembled in Turkey, India, China, South Korea or Brazil. Spreading the risks and rewards is the present way of doing things in aerospace. On the whole it seems to work most of the time, especially in the civil market, where the customers in the fastest growing region – Asia – want to be closer to their suppliers, so creating incentives for aerospace inward investment has become very popular. Western civil aircraft manufacturers, including Boeing, Airbus, Bombardier and Embraer, have established production centres in China to supply established company final assembly plants in the Americas and Europe, as well as new facilities for assembling complete aircraft. China is learning fast from all this manufacturing experience and has already built the first of a series of huge manufacturing facilities where it intends to build widebody airliners to compete with Boeing and Airbus in the future. With no awkward shareholders to question the decision-makers and planners in China's state-run aerospace community, the Chinese strategic vision dictates that as much money will be invested as is necessary to establish the nation as an aerospace super-power, with products in every market category, regardless of cost. The big two Western planemakers, who have competed with each other for the past two decades assisting China industrially in order to win big orders in this growing market, don't seem too worried by the prospect of a new widebody supplier however, as they are both confident that they can stay ahead in terms of innovation and, in particular, worldwide product support – one aspect of Chinese aerospace ambition that is currently missing. Undoubtedly both will eventually see sales to Chinese airlines fall as home-grown aircraft become acceptable alternatives. One must assume that eventually future Chinese commercial aircraft will become more competitive with those in the West.

On the military front, China is causing many pro-Western nations in the Asia Pacific region to feel nervous. Its support for aggressive North Korea and a dispute with Japan over contested islands doesn't help. The Chinese are now ramping up the development and mass production of a new generation of land and sea-based fighters and attack aircraft, together with a family of long-range missiles that are designed to destroy satellites, aircraft-carriers and air superiority aircraft. In the next decade, the US may cease to be the dominant military power in the region, and this could be the start of a new Cold War in that part of the world. Sheer numbers will make a difference, and the latest Chinese military designs look like serious war-machines. Some are indigenous, but others, including trainers, transports, fighters, helicopters and UAVs are cloned and reverse engineered copies of Russian and Western types.

Until the early 1970s the Royal Navy had a Far East Fleet that was bigger than today's entire fleet, with an RAF Far East Air Force based at Singapore which included squadrons of fighters, transports, helicopters and Nimrods. All these forces provided a highly visible presence and continuously exercised with friendly forces throughout the region, especially with Australia and New Zealand and the US Pacific Fleet. Today Britain has a practically non-existent military presence in this vibrant region, while France has

modernized its local air and naval forces and is seen to be more actively involved. Little wonder it is making gains in sales of aircraft, military and civil, throughout Asia. Having seen Rafale fighters flying from the Charles de Gaulle aircraft carrier, senior Indian defence chiefs are now showing increased interest in the naval version as well as the land-based Rafale, chosen for the Indian Air Force earlier in the year. There is no doubt that, as President Obama has acknowledged, the global defence focus is now turning to the Asia Pacific region. By turning its back on the historic links British forces had established in Asia, successive UK governments removed the most valuable ambassadors they could have had, which subsequently undermined efforts to increase defence exports. All is not lost, as the present government is trying to increase defence sales once again, but it is ironic that in consolidating our military focus on Europe, we abandoned our defence capabilities in what turned out to be the most valuable export markets in the world, which are now being supplied with fighters, helicopters, aircraft carriers and submarines made by our European competitors. We can still send one carrier (HMS *Illustrious*) on a regional good-will voyage, but it doesn't look too impressive minus an air group on board, as, unlike the *Aéronavale*, we don't have one. We could always try and borrow a few Indian or Thai Navy Sea Harriers to park on the deck. It's a funny old world!

The last twelve months has seen a number of important aviation/aerospace developments take place as well as continuing challenges and issues that have provided much cause for debate.

Earlier in the year Rolls-Royce and GKN Aerospace opened the new £14.8 million CTAL joint venture facility, on the Isle of Wight dedicated to developing new manufacturing processes for advanced composite fan blades and fan cases. This is to feature a high degree of automation with advanced composite lay-up techniques and will be aimed at meeting the anticipated huge global demand for high performance new generation turbofan engines which are at the design stage for introduction towards the end of the decade. Also in 2012, GKN Aerospace opened a new manufacturing and assembly facility “Western Approach”, near Bristol, where composite wing spars for the A350 are already beginning to roll out of the plant.



ABOVE - Inside the new GKN wing spar plant near Bristol.

The European Defence Agency (EDA) issued a lengthy report entitled Future Air Systems 4 Europe, highlighting the need for aerospace manufacturers and EU Member governments to address the key issue of how to safeguard the sector in the longer term as legacy work starts to run down. The report aims at achieving an agreement to work closer together to retain an independent European advanced defence manufacturing capability. It calls for a coordinated strategy road-map in three stages, which would include the identification of suitable project proposals leading to the funding of demonstrators, followed by more combined procurement policies. However, the reality is that there is currently little political will to tackle the difficult issues involved in determining a more collective European defence policy. Governments in Europe will continue to seek to protect their national design and manufacturing assets and will therefore continue to duplicate their R&D activities, to save jobs. Although a Europe-wide strategy seems an essential goal, individual defence policies will prevail, especially in the UK, which remains, along with France, one of the few nations willing to contribute forces to active operations.

In July, the UK government announced a £200 million series of initiatives to boost investment in aerospace research and technology, and to help attract young people into science. This included a UK Centre for Aerodynamics to help develop novel wing designs and advanced integrated wing optimization. Other R&D projects will be aimed at developing appropriate new technologies for future engines. The initial report

from the Aerospace Growth Partnership (AGP) entitled “Reach for the Skies” examines where the UK’s aerospace capabilities are world leading and how best to safeguard future investment to grow market share.

Towards the close of the year the government gave a significant uplift to the UK’s successful space sector by announcing that it had secured increased investment in a series of European Space Agency programmes. These would be spread across space companies and academia, and would open up new opportunities for UK participation in the support module for the Orion manned space vehicle that will support the International Space Station, more satellite development and production work for Astrium and SSTL on Earth resources and communications programmes and other specialist projects.

The independent Reaction Engines company, led by Alan Bond, has carried out highly encouraging tests on its revolutionary hybrid air-breathing rocket engine technology. The SABRE engine has a unique heat exchanger at the core of its design which will enable hotter combustion and will permit a relatively lightweight powerplant to deliver a single stage take-off to landing space-plane that could skip over the Earth’s atmosphere to travel to Australia in under four hours. It could also be used to launch and service satellites at a fraction of the cost of using conventional disposable rocket launchers. With the technology shown to be viable, and supported by ESA, the next stage is to raise the funds to build a demonstrator engine. The

BELOW - The Reaction Engines Skylon spaceplane project which would use the SABRE engine technology.



TULENT YEAR

cooling technology could be applied in due course to conventional aero engines for civil use, where fuel burn might be reduced by as much as 10%.

A proposed merger between BAE Systems and EADS leaked into the press and immediately became a highly contentious issue with significant political and commercial ramifications. It would have seen the creation of a mega aerospace group, balancing BAE's defence focus with the largely civil orientation of EADS, where Airbus dominates business. BAE would have been the junior partner and there were fears that it might suffer the biggest job losses if a full integration occurred. In the event, the German government applied its veto and the deal collapsed. It is believed that Germany feared that its equal ranking with France in EADS would suffer if the UK was allowed to take up a 40% share. Subsequently EADS has undertaken a fundamental reorganization, with the state shares held by the German and French governments to be reduced and national defence interests protected within special companies in the group.

The well-being of Britain's civil air transport sector, a major contributor to overseas earnings, and vital to UK business, is under twin threats according to major stakeholders and leading business organizations. The main threat comes from the lack of a coherent airports policy, which does not envisage any decisions on future runway capacity being addressed until later this decade, pushing any extra capacity provision at least well into the next decade. The transport and business sectors want to see the timescale reduced as they claim the lack of action is seriously threatening Britain's



ABOVE - The first British F-35B was handed over this year.

economic future. The other major complaint centers on the government's determination to increase the Air Passenger Duty rates by an annual above-inflation hike. The UK now has the highest passenger air taxes in the world and airlines claim this is having a serious impact on their profitability and ability to compete with European competitors.

2012 saw two major steps closer for Britain's Advanced Combat Aircraft programme, alias the F-35 Joint Strike Fighter. The first was a the government decision to revert back to the STOVL version of the aircraft, the F-35B, to equip the joint RAF/Royal Navy squadrons which will use the aircraft from land bases and the new aircraft carriers. The other, was the hand-over of the first two F-35B aircraft to the UK to be used for training and evaluation, based in Florida. Although the programme is an Anglo-US joint venture, all the development work, flight testing, evaluation and weapons system integration activity is carried out in the USA.



© AIRBUS S.A.S

ABOVE: An Airbus vision of the future.

Airbus revealed some very futuristic images of how it thinks civil air transport might develop over the next thirty years. Apart from new automated air traffic management developments, Airbus thinks that emerging new manufacturing methods, with new materials, might create aircraft that are radically different to those we have become used to seeing and using in today's skies.

The Waterside Airport Debate

Late November saw a sizable gathering at the Waterside headquarters of British Airways, close to Heathrow, for an open discussion on the vexed question of future UK airport capacity. The Air League and British Airways were major sponsors of the event, which was also supported by EADS Airbus UK, ADS and Boeing. The morning session acted as a careers information event, which included an Air League display stand manned by young members from the League's Leading Edge group.

The afternoon discussion adopted the familiar format of the television "Question Time" programme. The event host, Keith Williams, Chief Executive of British Airways, introduced the top table. It was chaired by the BBC News Channel's Jeremy Howells and the panel consisted of Willy Walsh, CEO of the International Airlines Group, former airline executive and aviation consultant Laurie Price, from Mott McDonald, environmental campaigners Dr Doug Parr from Greenpeace, Jean Leston from the World Wildlife Fund and Tim Johnson from the Aviation Environment Federation. The audience comprised a mix of Air League members, industry guests, representatives from airline and associated aviation organizations, environmentalists and anti-airport campaigners. A lively debate was guaranteed, and it opened with brief overviews from each panel member followed by an opening up of the debate with views and questions from the audience. After each panel member had answered various points the debate unfolded, with the chairman asking members of the audience for a succession of different questions. At key points a show of hands was requested.

The questions ranged right across the subject, which has become a major national issue, and one unlikely to fade from prominence in the political debate. The government may have hoped to kick the decision on airport runway capacity into the long grass for the next three years, but it soon became clear that with such strong views held on each side by pro and anti-airport interests, the debate shows no sign of faltering in the

meantime. As expected, Willy Walsh made a strong case for aviation, highlighting how technological advances had already drastically reduced noise and pollution levels to levels hardly imaginable a few years ago. He said he was confident that aviation would continue to improve over the years to come, with even more fuel-efficient engines, better aerodynamics, better use of the airspace, lower emissions and yes- why not sustainable aviation? He did, however, express his own huge disappointment with government aviation policy which he suggested was running away from difficult decisions, wasting valuable time and putting at risk the future prosperity of the UK, threatening to reduce the status of UK civil aviation as a world leader. He said he didn't think a third runway would be built at Heathrow for political reasons, despite the urgent need for more capacity, and added that it was a tragedy but he could not afford to just sit and watch a disaster unfold. He and other airlines would have to develop their business plans taking into account the fact that UK airport capacity was likely to become inadequate and unable to offer the business opportunities that rivals were already offering. He said that talk of transferring extra traffic to other UK airports did not answer the problem of exploiting the gains from operating at a key hub for maximum connectivity. It simply didn't work, he said, and BA had already had to cease many domestic routes in order to continue to offer runway slots for fast growing international traffic, especially to and from Asia. He told the audience that the UK is now less connected to the world

than it was 20 years ago and domestic connections at LHR were down from 20 to only six.

Jean Leston from WWF said she was opposed to super-size hub airports and claimed that aviation could grow by 60% within existing limits and that no new runways were needed anywhere in the country. She said more teleconferencing and virtual communications would reduce the demand for business travel and said the target for businesses should be to cut air travel by at least 25% in the short term. This was challenged by Laurie Price who pointed out that business travel was growing, despite teleconferencing, that was not a new development, and a failure to meet demand would simply see business transfer elsewhere in Europe. Dr Parr for Greenpeace, said that it was not possible to square growing air traffic demand with the climate change situation. He said competing hubs were unsustainable "Every hub couldn't try to reach every destination", he said. Many speakers from local environmental groups expressed their hostility to further expansion at LHR, but when the issue was put to a show of hands, the majority of those present overwhelmingly supported the case for more, rather than less runway capacity for London. It was a more subdued debate than might have been expected, but with the current lack of any coherent UK airport policy in sight, it is to be assumed the anti-aviation lobby feels that things are going their way. If this indeed is the case then government inaction on such a key infrastructure issue will deliver a legacy from which recovery is unlikely.

THE LEADING EDGE *report*

The Leading Edge has been incredibly busy over the last few months. We've attended numerous events and have significantly improved our profile. Harry King's project to create a video promoting the work of the Air League has been very well received and our new facebook page (www.facebook.com/theairleague) has now gained over 150 likes. Be sure to have a look at our new video which is on the front page of the Air League website and if you are on social media, make sure you like us on facebook and follow us on twitter!

Gaining greater recognition for the work of the Air League Leading Edge and the Air League Trust generally has been a key focus area for us as members of the Leading Edge Panel. While we're all aware of the numerous opportunities that the League can offer, we're conscious that we need to spread the word and inform others. Despite our best efforts there are many young people out there who have not come across us and that's why we've redoubled our efforts when it comes to promoting the many scholarships, bursaries, events and trips we offer. Our enhanced presence on facebook, our new promotional film and the recent BA Environmental Forum led by Andy Perkins are all great examples of ways we have been spreading the word and getting young people engaged and passionate about aviation.



Our recent Leading Edge Panel meeting held in November was an excellent way to discuss events for the next year and boy have we got a lot to offer! Looking ahead, we'll be arranging visits to the Airbus Factory in Toulouse, the AAIB, British Airway's SEP Centre at Cranebank, a visit to see the Reds at RAF Scampton and Lucie Bird's now legendary tour of RAF Brize Norton. In addition, we will be holding our annual Air League Flying day on 4th May (put it in your diary) which will be bigger and better than ever. If you are new

to the League or a Leading Edge member who has hitherto not been that involved, then get involved! We're a friendly bunch on the Leading Edge Panel and we're very keen for people to make the most out of their Air League membership.

I look forward to seeing you at an event soon! Scott Pendry



Making the most out of our attendance at events

– Joe Audcent

We've attended many events over the last few months and I've been the Leading Edge Panel member responsible for organising our presence at them. The highest profile events were the CTC Wings open day, Virgin Atlantic's Future Fixers and Flyers Day and the British Military Tournament, sponsored by our long term supporters Boeing. We're always extremely grateful to Leading Edge members who help out on the Air League stand at these events and it's been fantastic to have had so much support for these events by Air League members.

Increasing our profile

– Harry King

It's been an enormous privilege to lead the project to create a promotional video for the Air League. Our main video was developed for the British Military Tournament and can be viewed on our website and facebook page. The video is the culmination of many hours of filming over quite a few weeks and it required quite a few 'takes' to get things right! Do remember that when you have a look at the video! The plan now is to release short films of Air League members talking about their experiences and these will be released over the coming year.



MEMBERS' NEWS

Dave Brown

I joined the Air League back in 2007. I was already flying gliders during high school and had gained my solo several years previously, but I'd always had a burning ambition to work for the airlines. At the time I couldn't afford a PPL or even powered flying lessons so I looked around for other ways to get in the air. This was how I discovered the Air League. After looking through all the scholarships available at the time I was thrilled to see that there was one for 12 hours light aircraft flying. This seemed perfect as it would allow me to experience powered flying (something completely new to me due to my gliding only flying time). The assessment (undertaken at Cranwell) proved extremely productive in its own right as up until then I had no idea if I even possessed the correct skill sets to have a shot at reaching my goal of becoming an airline pilot. The interview also proved to be a great experience as again it was the first time I had experienced a formal aviation interview. I was contacted with the excellent news that I had been awarded the scholarship a few weeks later. At that point this was the best news of my life! I quickly went about arranging it to take place in Wycombe Air Centre (formerly run by Cabair) and booked my accommodation in a nearby b&b. During my flying training I learned so much in such a small amount of time, and as powered flying was new to me a whole new set of skills in the form of systems management had to be learned. This proved rather challenging



for me in my first few hours but with the excellent tuition I received from the flying school I managed to pick it up relatively quickly. Before long I was able to achieve my solo in 9 hours, and I'll never forget the moment my instructor Jason hopped out of the tiny C152 rather unexpectedly and said "off you go then, do a few circuits and pop back to the apron once you're done." I'm sure everyone feels this way but I can certainly say that this first solo was the most rewarding, fun and terrifying experience I'd ever had! After spending the remaining time on a mixture of dual cross country navigation flights and solo circuits I had unfortunately used up my 12 hours and was on the long train back to Glasgow. The aviation bug, however, had truly cemented itself in, and I was now more than ever determined to make this my career.

The next year (2008) I applied again for the 12 hours scholarship however was unsuccessful during the interview stage. At the same time I had applied for a cross country gliding scholarship

that the Air League was offering on their website and was delighted to be offered it. I chose to undertake my cross country training at Lasham Gliding Club that summer. This was a brilliant experience for me (which I'm very thankful to The Air League and all your donors) as it gave me a chance to fly in a new location and learn new skills. Over the next few years I continued with my degree in Edinburgh University and flew with Edinburgh University Gliding Club, still determined to chase my goal of becoming a commercial airline pilot. Once finishing university, in summer 2010, I started the process of choosing a suitable FTO (flight training organisation) to finally start my career. After attending a few open days I visited Oxford Aviation Academy and immediately knew where I wanted to go. I can honestly say that I had the best time of my entire life in OAA.

Since then I have now got myself a job as a First Officer with a large European airline and finally achieved what I set out to do all those years ago. I know that everyone in The Air League is bonded by one common factor: the pure passion for aviation (whatever the discipline, be it engineering or flying) and I know that I may well not be in the position I am now if it wasn't for the generosity and enthusiasm for all those involved in this organisation. The UK has some fantastic talent within the aviation business and I will always be indebted to those individuals who dedicate their time and money in promoting aviation to the younger generation.

New Members

Corporate Members: Uppingham School, Rutland, CCF RAF Section

Full Members: Steven Baker, Carys Copestake, Nathan Croker, Henry Newman, Geoffrey Newham, Andrew Oldfield, David Pelchen

Student Members: Edward Allen, Jessica Anand, Samuel Anson, Scott Barrett, Andrew Beadle, Gabriel Beiro-Romero, Rachel Brolly, Angus Carrick, Sami Chaudhary, Robert Cunningham, Jayson Curtis, Josue Da Silva, Huw Davies-Cooke, Bridget Donaldson, Thomas Drew, Kenny Drummond, Nicholas Every, Stuart Franz, Calum Fraser, Joao Liu Goncalves, Philip Harris, Thomas Hornsby, Mark Houghton, Daniel Jarvis, Oliver Kendall, Mark Lawrence, Lewis Lindsay, William Macleod, Akshay Mandalia, Jacob Matthews, Sean McCusker, Daniel Mchugh, Craig McKillip, Thomas Meadows, Grant Millar, James Mulvaney, Fraser Nadin, Simon Petitt, James Pryor, Vyrnwy Rainbird, Thomas Robson, Richard Scott, Tahir Shah, Kunyuan Shi, James Smith, Michael Smith, Siddarth Songra, Michael Stewart, William Strong, James Taylor, James Thompstone, Lyndon Ward, Gary Welsh, Christopher Whiteside, Nathan Wilson, Roxanne Winterburn, Jonathan Witherstone, Jack Yenson

Diary Reminders

17 April: Youth in Aviation, House of Lords

4 May: Bicester Flying Day

14 May: Annual Reception, St James Palace

13 June: AGM, RAF Club

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.


THE AIR LEAGUE

Broadway House
Tothill Street
London SW1H 9NS

Tel: 020 7222 8463
Fax: 020 7222 8462

E-mail: exec@airleague.co.uk

Editor: Richard Gardner
Material for consideration for inclusion
can be sent via The Air League's office.