



The Air League Newsletter

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ABOVE - The British Airways A380 dominates the static aircraft park towering over the Eurocopter line up at the recent Paris Air Show. (Editor's photo)

CIVIL AEROSPACE BOOMING BUT DEFENCE IN DECLINE

The 2013 Paris Air Show may have been memorable for its dramatic thunderstorms, but the show demonstrated once again that civil aerospace is booming, with delivery backlogs reaching up to seven years ahead and worth tens of \$billions. Prospects for new defence programmes, however, are looking less positive, as companies struggle to maintain momentum in the face of shrinking budgets, in real terms, and stretched-out procurement schedules. All are campaigning hard to increase exports to try and compensate for falling domestic military orders.

The first flight of the new Airbus A350, on the eve of the show, highlighted the remarkable upsurge in the civil sector which has seen contracts signed for hundreds of aircraft in recent weeks. This is excellent news for Rolls-Royce and Airbus UK. New show announcements covered firm sales and commitments for 630 Airbus and 342 Boeing aircraft. The big two planemakers simply can't make their products quick enough to satisfy airline growth and replacement needs, and this in turn is placing great strains right down the supply chain. Production of narrow body airliners from both companies has reached a combined flow of over 80 each month and competition in the wide-body sector is ramping up with Boeing confirming the go-ahead for its stretched 787-10, while it is still defining its proposed 777-X, which will be challenged by the new A350-1000. But other new civil products are starting to flow from Russia in the form of the Sukhoi-Alenia Superjet 100, while Brazil's Embraer goes from strength to strength. At Paris the company launched its new generation three-model E-2 family of 80-120 seat regional jets, featuring new super-efficient geared fan engines, a new wing and

advanced cockpit. It also announced launch orders and commitments for 365 aircraft.

Much confusion reigns in the European market for Remotely Piloted Air Systems, or as they are more widely known, UAVs. Political commitment seems to have evaporated during the three years since the signing of an Anglo-French agreement to co-develop a Medium Altitude Long Endurance (MALE) UAV known as Telemos, and the ambitious Euro Hawk UAV surveillance programme was recently halted by Germany. But at Paris a new joint agreement was signed between Dassault, EADS and Alenia Aermacchi to work together to develop a joint European MALE UAV. It is not certain where this leaves the Anglo-French initiative. Meanwhile, the Italian government has also agreed to support yet another MALE UAV, the P.1 Hammer Head, based on the Piaggio Avanti airframe. Intriguingly a new model appeared on the Dassault stand with the title "UCAS-FR-UK", suggesting the more advanced joint UCAV studies are quietly progressing. More industry news from Paris on Page 3

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New Chairman's Message

I am delighted and honoured to have been elected Chairman of The Air League Trust. The Air League is a tremendous organisation which has done so much over more than 100 years to further the case for aviation and related industries in the UK. With 30 years' involvement in the aerospace industry through my career at the Marshall Group in Cambridge, I have been a member of The Air League for many years and, more recently, have had the privilege of serving as a Trustee.



In the last few years we have made huge strides in the growth of our scholarship programme, which has more than doubled, and we have also boosted our programme of events in parliament. We have also seen the Leading Edge thrive, run by a very enthusiastic group of our younger members delivering a full programme of events and activities aimed at engaging younger people in aviation and aerospace.

Working with the Trustees and the Council, I am committed to strengthening further our existing programmes, and particularly to ensuring that the Leading Edge continues to receive our wholehearted support and backing, to encourage them to expand their programme of events and activities even further. We are also looking at other ways we can project our influence to further our objectives, which have been updated as part of the recent changes in our governance. This includes important work such as our submissions to the Davies Commission on airport capacity.

We will be focusing especially on growing our membership, both individual and corporate, so that we are generating the necessary income to run the office, where Andrew Brookes and Emma Mistry are already at full stretch, and to fund the additional resources required to deliver any new programmes aimed at promoting Aviation and Aerospace in the UK.

Christopher Walkinshaw

Aviation Minister addresses the Air League in Parliament

On 13 May the Aviation Minister, Simon Burns MP, addressed fellow Parliamentarians and members and guests of The Air League in the House of Commons. This was the latest in a programme of top level presentations organised by The Air League to underline its active interest in aviation-related policies and to enable members to hear first-hand how policies are developing. The meetings also provide an opportunity to ask the speaker questions and to engage in debate, exploiting members' specialist expertise in aviation matters. The question and answer sessions are off-the-record, but nevertheless allow a two way flow of robust views to be expressed.

The Air League's outgoing Chairman, former MP Keith Mans who is now Deputy Leader of Hampshire County Council, introduced the meeting's sponsor, Jason McCartney MP, and pointed out that the evening's speaker, Simon Burns MP, was the 46th Aviation Minister since he entered Parliament - at the same time as Simon Burns!

The Minister opened by commenting that he fully recognised the aviation sector as a major wealth creator in the UK economy and said he shared The Air League's commitment to a thriving aviation industry. However, he said that it faced huge challenges and suggested that "lurid headlines" gave a false situation of what was facing the industry. He said, somewhat controversially, that in the previous eight months there had been much progress and that the sector "was certainly not in crisis".

He said that de-regulation policies had transformed the market, boosting the low cost airlines and improving airport competition and earning £ billions in the process. He said, "I've been impressed by how our airports have been driving economic growth - they are very dynamic". He quoted Manchester's 6% growth in 2012 as showing what could be achieved. He praised new developments at Gatwick and Heathrow, where half the airport was currently being rebuilt.

The minister also praised the role of General Aviation in the UK and said it was contributing £1.4 billion to the economy. He said GA operations complemented the main commercial air hubs. He said that his officials wanted to help face up to red-tape challenges - regulation issues - and was keen to listen to the GA sector. He said he was well aware of how industry was innovating to adapt to change and to invest in the future. He said that it was important that airports linked with new rail upgrade plans and he was in favour of more "joined up" air/rail proposals. He said, "We want to see aviation continue with environmental obligations safeguarded."

On the subject of future airport capacity Mr Burns said, "We need to make maximum use of existing runway capacity and we will take the necessary action to address the capacity issue. This is fundamental and (decisions) need the information to be based on expert opinion." He said that he believed that the only way to end indecision was to take a new approach. The economic value of night flights had to be considered and "evidence is being considered." He said that there were good reasons to be optimistic, adding, "Only aviation can provide the answer, the question is how?" He said the government would emerge with a solution.

The Q&A session was lively. One question concerned how best to safeguard the UK's few remaining flying schools and the outgoing Chairman asked about the impact on traffic growth and business through lost interlining opportunities as hub airports are forced to turn away operations, and also the impact of Air Passenger Duties, the highest in the world. The general response was to highlight that while the government didn't charge VAT on aviation the Chancellor needed to maximise revenues, so from what was said there seems little likelihood that APD charges will begin to fall any time soon. One must hope therefore that what the UK airlines describe as a major threat to their future prospects will not be as damaging as currently appears to be the case.

Industry news

British Airways took delivery of its first Airbus A380 and Boeing 787 in June as part of a major fleet modernisation. The 469-seat A380 has an upgraded specification allowing an additional 6 ton payload (575t mtow) or an extra 200 nm range with a 3.5 t of extra

payload. The airline is also taking delivery from 2018 of the Boeing 787-10, which can carry up to 330 passengers for 7,000nm. It has also ordered A350-1000 aircraft, for delivery in 2017/18, which carry up to 350 passengers for 8,420nm.

SAAB is considering developing a future UAV variant of its upgraded Gripen E multi-role fighter, which is now being developed for Sweden and Switzerland. The Gripen E has an Active Electronically Scanned Array (AESA) **Raven radar from Selex ES.**

The Dassault Rafale fighter is now in production with a **Thales RBE2 AESA** radar for service starting this year with the French Air Force and for the next Tranche 4 batch of French Navy Rafales, as well as the Indian export aircraft, assuming sale negotiations are completed later this year as intended.

Eurofighter is campaigning to sell Typhoon fighters to the UAE, Malaysia, South Korea and possibly a follow up order to Saudi Arabia. The advanced **Captor E AESA radar** from Selex ES is a key factor in winning future export sales, though this still has not been ordered by the “domestic” Typhoon customers, who have regularly re-stated their commitment to its adoption, but development is currently being funded by industry.

MBDA have shown test firings of Brimstone Sea Spear, a new low-cost, quick-reacting missile defence system for use on ships or on installations against small fast vessels, such as pirate boats. A fire-and forget system, which can be fitted in a self-contained multiple launch pack, could close the defence gap on warships



ABOVE - The Project Zero electrically-driven tilt lift fan concept demonstrator from AgustaWestland, which was displayed in public for the first time at the Paris air show, will lead to new concepts adaptable to helicopter use as well as advancing experience of highly innovative VTO technologies for the future.

The shortage of RAF tanker aircraft has resulted in the remaining VC10s being retained until later this year, and the TriStars have also seen an extension pending the arrival of more **A330 Voyagers** at Brize Norton for duty with the service provider, Air Tanker. Up to 14 Voyagers (9 dedicated plus 5 to be “called in” on demand) will eventually be available to provide all RAF air-to-air tanking and strategic troop transport.

between close-in gun defences on warships and “over-kill” heavyweight anti-ship missiles, allowing attacking packs of fast-boat raiders to be destroyed at stand-off range beyond gunfire coverage. This has been developed from the outstandingly effective Brimstone close support air-launched missile.



ABOVE - New model on the Dassault stand at Paris depicting a generic Anglo-French UCAS which seems to take features from the BAE Systems Taranis and Dassault Neuron demonstrators. (Editor's photos)

Air League 2013 Annual Reception

On Tuesday 14th May, HRH The Duke of Edinburgh, patron of The Air League, hosted the League's Annual Reception in the wonderful setting of St James's Palace. The Air League's Annual Reception is a key event in the national aviation calendar and once again it proved to be an excellent opportunity for

both sponsors and recipients of the scholarships and bursaries to meet one another. The weather was lovely and the Palace apartments provided a memorable backdrop as awards were made to those who had completed 76 awards in 2012 comprising 34 flying scholarships, including The Prince Philip Flying Scholarship and the TAG NPPL

Scholarship, 21 flying bursaries, 12 gliding scholarships, 8 engineering scholarships and one ballooning scholarship. In addition, the Trust initiated a flying scholarship programme for disabled veterans/serving personnel together with inner city youth. Thanks to the stalwart support of our sponsors, The Air League now sets the standard for aerospace scholarships. The first winner of the Boeing flying



The Air League team who make it all happen.



Emily Dufy receiving her flying scholarship certificate from the President



Daniel Mathai receiving his flying scholarship certificate



Jessie Leong receiving her ballooning scholarship certificate



Hollie Rosier receiving her flying bursary certificate



The Patron with Keith and Lynn Williams (British Airways) and Mike and Janice Imlach (Bristow Helicopters)



Dipeet Mehta receiving the Babcock Trophy

on Celebrates Aviation Excellence

scholarship for disabled service personnel and veterans, Lt Edward Orr, was present.

The evening also recognised a number of personalities who had made outstanding contributions to aviation beginning with the British Gliding Team for their outstanding achievement in the 2012 World Championships. Next was Sgt Roy Geddes MC of the RAF Regt who was recognised for

his role in the defence of Camp Bastion on 14 September 2012.

The Billy Deacon Search and Rescue Memorial Trophy, commemorating Billy Deacon who was posthumously awarded the George Medal in November 1997, was awarded to Winchman Andrew Cowx and Winch Operator Paul Walters for the rescue of eleven crew members from the 'Vos Sailor' on 15 December 2012.

The Marshall of Cambridge Medal was awarded to Harry King for his enthusiastic and unstinting work in support of The Air League. The Scott Farnie Medal, for meritorious work in the field of Air Education, was awarded to Marshall Aerospace AeroAcademy. The Jeffrey Quill Medal, for meritorious work in the field of airmindedness, went to Air League outgoing Chairman Keith Mans.



Tej Partrap Bains receiving The Prince Philip flying scholarship



Andrew Cowx and Paul Walters receiving the Billy Deacon Trophy



Sgt Roy Geddes receiving his framed address



Harry King receiving the Marshall of Cambridge Medal



Keith Mans receiving the Jeffrey Quill Medal



Rachel Fincham, Pamela Patten (Evie Saunders' daughter) with Keira Chapman who had just been awarded the Evelyn Saunders Memorial Cup



The Patron with Air Cadet helpers

SCHOLARSHIP WINNERS

2013 FLYING SCHOLARSHIPS

The Prince Philip NPPL Flying Scholarship	Mr T Singh Bains from Wolverhampton, West Midlands	Sir Arthur Marshall	Mr T Williams from Croydon, Surrey
TAG Farnborough Airport NPPL	Miss M Pratap from Farnborough, Hampshire	D G Marshall	Miss N Powis from Wolverhampton, South Staffordshire
Bristow NPPL	Mr E Barrett from Norfolk	Sir James Martin (Martin Baker)	Mr P Fennessy from Potters Bar, Hertfordshire
Bristow NPPL	Mr T Bean from Nantwich, Cheshire	Hugh Pope	Mr H Rowlands from Codsall, Wolverhampton
Bristow NPPL	Mr G Bendall from Mold, Flintshire	Rhodes-Moorhouse VC	Mr J Matthews from Cornwall
Bristow NPPL	Mr J Johnson from Warrington, Cheshire	Royal Aeronautical Society	Mr A Munro from Salisbury, Wiltshire
Airbus UK	Mr J Wright from Southampton, Hampshire	Swire Charitable Trust	Mr J Allum from Studley, Warwickshire
Air Power Association	Mr R Hawthorn from Waterlooville, Hampshire	Swire Charitable Trust	Miss P Marks from Glasgow
BAE SYSTEMS (John Cunningham)	Mr T Hornsby from Lancashire	Swire Charitable Trust	Mr J May from Caerwrlie, Flintshire
British Women Pilots Association	Miss L Varman from Newbury, Berkshire	Swire Charitable Trust	Mr T Milne from Nottingham, Nottinghamshire
Captain Colin Barnes	Mr G Trees from Beaconsfield, Buckinghamshire	Swire Charitable Trust	Mr C Morris from Hebburn, Tyne and Wear
Michael Cross	Mr M Smith from St Neots, Cambridgeshire	Swire Charitable Trust	Mr H Newman from Cornwall
HQ Air Cadets (The Air Cadets Scarman)	Mr T Brown from Gillingham, Kent	Swire Charitable Trust	Mr W Nixon from Worcester, Worcestershire
HQ Air Cadets (The Air Cadets Scarman)	Mr M Edwards from Great Horkeley, Essex	Swire Charitable Trust	Miss L Rosa from Northwich, Cheshire
HQ Air Cadets (The Air Cadets Scarman)	Mr K Jones from Doncaster, South Yorkshire	Swire Charitable Trust	Mr R Ross from Grantham, Lincolnshire
HQ Air Cadets (The Air Cadets Scarman)	Mr R McLellan from Edinburgh	Swire Charitable Trust	Mr A Wood from Staffordshire
HQ Air Cadets (The Air Cadets Scarman)	Mr R Sheriff from Northampton, Northamptonshire	The Coachmakers Livery (Victor Gauntlett)	Mr G Millar from Clackmannshire
HQ Air Cadets (The Air Cadets Scarman)	Mr K Sugden from Bradford, West Yorkshire	The MacRobert Trust	Mr T Meadows from Shetland Isles
Lady Humphrey (Andrew Humphrey)	Miss B Atkins from Aylesbury, Buckinghamshire	The Red Arrows Trust	Mr D MacQuarrie from Sevenoaks, Kent
Robert Kronfeld	Mr C Bransbury from Solihull, West Midlands		

2013 BOEING DISABLED VETERANS FLYING SCHOLARSHIPS

Mr Karl Hinet	Mr Edward Orr
Mr Matthew Noakes	Mr Kingsley Ward

2013 BOEING DISABLED VETERANS GLIDING SCHOLARSHIPS

Mr Kierhan Dry	Mr Edward Sergeant	Mr Kevin Juka	Mr Scott Todd
Mr Simon Hallam	Mr Mark Taylor	Mr Rory Mackenzie	Mr Ross Turner

2013 GLIDING SCHOLARSHIPS

Aircrew West Riding	Mr J Craggs from Durham	Darren McQuoid	Mr A Mandalia from Essex
Air League Trust	Mr J Matthews from Cornwall	John Marriott	Mr L Dale from Anstey, Leicestershire
Air League Trust	Mr S Patterson from Grimsby, Lincolnshire	John Marriott	Miss B Donaldson from Morpeth, Northumberland
Air League Trust	Mr J Taylor from Melton Mowbray, Leicestershire	Robert Kronfeld	Mr B Followell from Lacey Green, Buckinghamshire
Darren McQuoid	Mr M Cockle from Essex		

2013 Boeing UK INNER CITY GLIDING SCHOLARSHIPS

Miss S Akgoz	Miss F Mohmadarif
Miss A Ciszewska	Miss M Pamuk
Miss R Gajre	Miss S Patel
Miss M Gega	Miss K Said

2013 ENGINEERING SCHOLARSHIPS

Airways Flying Club	Mr I Robbins from Sheffield, South Yorkshire	Eurocopter UK	Mr D Wood from Bristol
Boeing UK	Miss K Chapman from Bedale, North Yorkshire	Heli Air Ltd	Miss N Harrington from Wallingford,
Boeing UK	Miss S Whiteside from Watlington, Oxfordshire	Oxfordshire	Mr M Hogg from Carlisle, Cumbria
		Marshall Aerospace	Mr G Bendall from Mold, Flintshire
		Vector Aerospace	

2013 BALLOONING SCHOLARSHIPS

Breitling Balloon PPL	Mr B Filer from Woodford Green, London
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2013 FLYING BURSARY

Buckland Memorial Emirates	Mr P McDonald from Dunfermline, Fife	Sir Michael Cobham	Mr B Gundry from Ansty, West Sussex
Emirates	Mr S Krzyzewski from Southampton, Hampshire	Sir Michael Cobham	Mr T Hall from Craigie, Perthshire
Emirates	Mr D Mehta from Hayes, Middlesex	Sir Michael Cobham	Mr G Kalsi from Southampton, Hampshire
Emirates	Mr J Rowland from Hempsted, Gloucestershire	Sir Michael Cobham	Mr S Link from Creigiau, Cardiff
Keith Mans - Stokenchurch	Mr W Hilton from Stokenchurch Buckinghamshire	Sir Michael Cobham	Miss A Neale from Alesford, Hampshire
Mark Philip Jones Memorial	Mr W Hardy from Windsor, Berkshire	Sir Michael Cobham	Mr G Newman from Reading, Berkshire
Sir Michael Cobham	Mr M Coombes from Lutterworth, Leicestershire	Sir Michael Marshall	Mrs F Stuart from Wellesbourne, Warwickshire
Sir Michael Cobham	Mr T Cruciani from Exeter, Devon	Sir Michael Marshall	Mr M Wareham from Fleet, Hampshire
	Mr A Foster from Antrim, Belfast	The Red Arrows	Mr A Clarke from Teversham, Cambridgeshire
			Mr B Wilson from Godalming, Surrey
			Mr R Willington from Dorridge, Solihull

Inner City Gliding Scholarships

There was an air of anticipation on 28th May as 15 sixth form students from Skinners Academy Hackney arrived at the Waterside recruitment centre. This was the first time several had been that far west on the underground and all found the surroundings of BA HQ unlike anything they had seen before. All had been selected by The Air League Trust to come for interview to win a two week gliding scholarship to be held this summer at London Gliding Club. These scholarships are intended not only to allow them the opportunity to learn to fly but to show these young people of what they are capable. Despite advertising previously across a diverse number of youth organisations and schools, there have almost never been any applications from urban young people. The Air League wanted to change this and working in partnership with Boeing and Linklaters they established a link with Skinners Academy in Hackney earlier this year. When students learnt that the scholarships were just for them, The Air League was inundated with applications.



As everything evolved it became apparent what a unique opportunity this was for the young people involved. Most could not believe that we were showing an interest in them and offering the chance to do something they felt was completely out of their reach. The focus of this scheme has always been to use aviation as a tool to build inter-personal skills and self-confidence in young peoples' abilities. However, the scope to make this so much more than a 'gliding scholarship' and more of a life experience for those involved became more prevalent as time went by.

Discussion with the school's Principal highlighted a desire to run a full selection process to expose the students to the processes involved in getting a job in a highly competitive market. This is where the partnership widened and the BA HR team offered their support and assistance. The highly professional approach of Tiina, Phil, Louise, June, Bel and Carol enabled an awesome selection experience. A 30-minute interview, a group exercise and written test was developed by Tiina to not only select eight successful candidates for a 2 week course to learn to glide, but also to give the students a real life insight into what is required to join a company such as BA. A presentation on aviation career opportunities led by Tiina and Phil followed with a tour of the heritage centre and waterside by Aaron Thurling. All the students without exception made a huge effort and it was obvious that the experience had made a lasting impression.

Involvement in the scheme has already opened the eyes of those from Skinners academy and we are certain the young people selected will benefit greatly from the scholarship. The enthusiasm and dedication shown by these young people from very diverse backgrounds has been remarkable. Several have expressed interest in BA apprenticeship and cabin crew schemes and I truly believe this demonstrates that giving someone support and self-belief can transform the contribution and part they can play in society.

Andrew Perkins

Youth in Aviation Flying Day – going from strength to strength

The 2013 Youth in Aviation Flying Day - hosted by Windrushers Gliding Club and facilitated by The Leading Edge – proved to be the most successful Flying Day to date. Over 100 young people from a range of organisations attended and it was fantastic to see old faces and meet a lot of new people keen to become more involved in aviation. Contributing to the success of the day was the new format in which the day was run. Instead of attendees being spread out over the airfield, all present were either at the launch point waiting to fly or congregated at the 'Flying Hub' – an area where all of the organisations involved in the day set up stands to promote their work. The Flying Hub was also where visiting aircraft parked up, allowing all present to have a good look around some of the interesting types that flew in.

The British Gliding Association set up the gliding simulator, the Light Aircraft Association were on hand to discuss their various youth programmes, the RAeS were present to discuss their offering to young people, Air Scouts were buzzing around in their Venture and the RAF and Air Cadets were keen to talk to all present about the fantastic opportunities they offer. In addition, both CTC and CAE Oxford were present with cadets to talk about becoming a professional pilot and we were thrilled that a few Air League members took some time out to talk about their experiences as Cadets with some of the larger flying

schools. Also present were Aerobility, the Guild's Young Members and we also were delighted to welcome Jon Duke from new website getintoflying.co.uk and Gareth Stringer, editor of Global Aviation Resource. Having such a diverse range of organisations in attendance was fantastic – a great opportunity for networking, sharing information and above all, to learn about new ways to get airborne, whether for a career or simply for fun! We're enormously grateful to all of the above organisations without whom the day would not have been so successful.



As always, the Windrushers Gliding Club instructors were keen to share their enthusiasm and over 100 winch launches took place allowing some of the more

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inexperienced present to have a go at gliding, some for the very first time. The powered line up was even more impressive than previous years and it was fantastic to see Bulldogs, Tiger Moths, RV8s, Piper Cubs, a CAP10, a Chipmunk, Pitts Special and one of the SWIP team's Twisters. Throughout the day we were treated to Air League friends and members performing in these impressive aircraft and the photos are proof of some of the fantastic displays that took place. Lauren Richardson's display in her Pitts Special was utterly superb; the Air League's Will Hilton put the Twister through its paces and the RV8s performed what can only be described as - and perhaps what the CAA might call - a 'non-standard departure'.

Key to the day was getting everyone involved and everybody managed to make the most of the day, whether that meant experiencing the thrill of a winch launch for the first time, enjoying some aerobatics, learning about the specifications of one of the interesting aircraft present via the day's 'engineering tours' or simply catching up with friends and making new friends. The strong social element of the day continued well into the night and after the traditional BBQ, we were treated to the glider FX display team's outstanding Fox glider display. Complete

with stunning wingtip pyrotechnics, Guy Westgate put the Fox through its paces leaving the crowd in awe.

The day would simply not have been a success without the hard work and dedication of numerous individuals, all of whom deserve a mention. Overseeing the involvement of all involved was Andy Perkins, in his role as Chair of the Youth in Aviation initiative. The Air League's Luke Roberts cemented his role as 'command and control', never seen without his trusty Icom in one hand (and as the night progressed, a beer in the other). Windrusher's deserve a special shout out, together with new airfield owners, Bicester Heritage Limited. The Air Cadets - as always - did an excellent job overseeing the logistics of the day. All of the aircraft owners who took time out to talk to people about their aircraft deserve huge praise.

Looking ahead, the Leading Edge will become even more visible with a dedicated clothing range soon to be released based on the bright blue polo shirts that have proved to be so popular at events and airshows. As always, remember to check Facebook, Twitter and Youtube to get all the latest Air League Leading Edge news.

Scott Pendry

RAF Waddington Visit

Twelve Leading Edge members were privileged to visit RAF Waddington and RAF Cranwell for two days in April. The Leading Edge was invited by Wg Cdr Jim Beldon (OC 8 Sqn) who received an Air League flying scholarship in early 1990s. The visit began with a look at 16(R) Sqn, part of 22 Group at RAF Cranwell who fly the Grob Tutor T1. In addition to conducting EFT (elementary flight training) for roughly a third of all trainee RAF pilots, a number of international pilots from other air forces such as Saudi Arabia, Qatar and Iraq are also trained by the Sqn. Next was a visit to 45(R) Sqn who operate KingAir BE200s as part of the MELIN (multi-engine lead in) training. Overnight accommodation in the Daedalus Mess afforded the perfect opportunity to chat informally over

a few drinks with the regulars about their experiences of military life. The following morning we set off to RAF Waddington, where the day kicked-off in the full motion Boeing E-3D simulator to experience some of the handling characteristics and learn some of the procedures associated with the aircraft before a tour of the real thing. Following on from a fantastic morning, 5 Sqn delivered a capabilities brief on their Sentinel R1 aircraft and showed us on-board, linking in well to the briefing on ISTAR (Intelligence, Surveillance, Target Acquisition and reconnaissance) by the Airspace Battle Training Centre. Our visit concluded with a tour of the RAF Waddington Heritage Centre, where we were shown the wreckage of Avro Lancaster PD-259 which was carefully recovered



ABOVE - A Sentinel R1 from RAF Waddington flown by No 5 Squadron, which celebrated its centenary in July.

from its crash site near Kingussie in Scotland a few years ago. We were made to feel most welcome by everyone we met and I would like to reiterate our thanks to those that made it possible for us to visit. Our host for the event was Flt Lt Craig Harding of No 8 Sqn, who devised an exciting and very well planned programme - clearly a lot of effort and thought were put in so our thanks to him in particular.

Joe Audcent

MEMBERS' NEWS

New Members

Corporate Members: Airship Association

Full Members: Nicholas Jewsbury, Paul Melhuish, Paul Murphy, Adam Williams

Student Members: Omar Abdul Quayum, Sergi Akgoz, Thomas Brown, Agate Ciszewska, Jac Cresswell, Roma Gajre, Mirela Gega, Owen Hinton, Harry Lomas, Farhin Mohmdarif, Melissa Pamuk, Sana Patel, Kaltun Said

Diary Reminders

19-21 July: Royal International Air Show- RIAT- RAF Fairford

23 - 27 July: Guild of Aviation Artists Annual Exhibition, Mall Galleries, London

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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