



# The Air League Newsletter

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## AIRPORTS FACING THE SQUEEZE

**T**he summer holiday season is about to reach its UK peak and airports around the country are geared up to handle a record number of passengers as well as growing flows of export and import cargo. In London and the South East the two biggest national gateways are approaching capacity limits at peak times and if anything out of the ordinary happens the situation can quickly become chaotic. Just such an unexpected incident happened in June when a large hole appeared in the main runway at Gatwick, leading immediately to scores of cancelled flights, diverted arrivals and lengthy delays. The airport operators quickly brought into use the emergency runway, which is the widened and strengthened main parallel taxiway, and the hole was made good in double quick time, but the impact on the world's busiest one runway international airport was nevertheless significant, underlining the case for adding a second major runway as a matter of urgency.

At Heathrow, regularly operating at 98% capacity, any delay soon translates into a lengthy traffic queue for take-offs. Waiting in a line of ten or more aircraft is not unusual. Unseen, and never commented upon by anti-airport expansion protesters, are the hundreds of aircraft that every day fly circuits around Southern England, wasting fuel and increasing emissions, carrying frustrated passengers, as pilots patiently await a landing slot. Both Heathrow and Gatwick airport managements have been engaged in a last round of lobbying and advertising as the anticipated government announcement on extra runway provision draws

nearer. What is very evident is that there is a clear need for new runways at both major airports, but after six years of political indecision and extra investigative delays, the pressured commercial aviation sector will welcome any decision that ends the current policy impasse. Whatever the extra runway decision is, the protests and objections will no doubt continue so it must be hoped that this summer will see the emergence of a more robust government airports policy in place reflecting recognition of the vital contribution aviation makes to the UK economy, so that new runway planning and construction can progress beyond yet more talking and closer towards reality.



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# FARNBOROUGH INTERNATIONAL RELAUNCHED

**A**t a packed meeting in the House of Commons of the Air League in Parliament, sponsored by Sir Gerald Howarth MP, on 13 June, Farnborough International unveiled details of the Farnborough International Exhibition & Conference Centre – a new event space at the home of aviation - scheduled to open in 2018. The organisers hope this will become the pre-eminent events venue in South East England, building on Farnborough’s firmly-established reputation as a business events destination and home to the most famous air show in the world.



Chief Executive, Shaun Ormrod, said, “This is a new and incredibly exciting phase in Farnborough’s long, pioneering history. We have already established the quality and reliability of the Farnborough air show experience in a permanent venue. Now we are ready to take it to the next level with a state-of-the-art new facility that reflects both our aviation heritage and our modernity at the same time. I am confident that Farnborough International Exhibition & Conference Centre will become one of the foremost event venues not just in the UK but throughout the world.”

Also unveiled at the presentation was a new logo design to be used consistently across Farnborough International’s suite of event services which features an “airbridge” graphic inspired by Farnborough’s history of aerodynamics and the flow of air over aircraft wings. The innovative building design also reflects the airbridge theme. Developed by the architects Terence O’Rourke, the look and feel of the structure draws heavily on Farnborough’s association with aircraft testing and development in its preserved Listed wind tunnels, as well as reflecting the modern-day look of local buildings such as the neighbouring Aviator hotel. When complete, Farnborough’s new purpose-built event space will be flexible enough to cater for almost any kind of exhibition, conference, meeting, dinner or launch event thanks to 12,500sqm of exhibition space, 2,500 conference seats and fourteen multiple purpose-built function rooms. The £30million project was further described by Michael Watton, Farnborough International’s new Venue Director. He said; “This part of the country has long been crying out for a large purpose-built event space with easy access to London, Gatwick and Heathrow. The flexibility and scale of our existing and new event space will make Farnborough attractive to any event organiser whether it’s a membership-based conference with exhibition space or a major exhibition with a requirement for seminar or workshop space. And with 2,500 hotel rooms now within a fifteen minute drive, Farnborough will be incredibly well placed to host

regional, national and international events delivered with Airshow quality and a committed team.”

The Member of Parliament for Aldershot, Sir Gerald Howarth, said; “Farnborough International is the most renowned air show in the world. The people of Farnborough (the birthplace of British aviation) are proud to be associated with this event which brings benefit to the local economy, provides UK companies with an unrivalled showcase, and facilitates international trade to the worldwide aerospace and defence communities. Investment in the newly planned Farnborough International Exhibition and Conference Centre will further enhance the quality of the show when it next takes place in 2018.” Work on the new venue is expected to begin immediately following the end of the 2016 Farnborough International public air show which takes place from 16-17 July (Trade Show 11-15 July).

Air League and Parliamentary members of the audience also heard a preview presentation relating to the forthcoming Farnborough International air show and then a brief summary of progress on the UK’s F-35B Lightning II, which will be appearing in the UK for the first time in July, given by Wing Commander John Butcher, Chief of Staff for the Lightning Force and Commander (designate) of No 617 Squadron, which will be the first operational unit to fly the new stealthy STOVL aircraft. The squadron is due to form in the summer of 2018 in the USA, where all flying training is currently based, and will achieve an Initial Operating Capability at the end of that year. The second squadron will be No 809 Naval Air Squadron. Both operational squadrons will be jointly manned by RAF and Royal Navy personnel, as was the case during the latter years of the Joint Force Harrier, and it is planned that missions will be flown off the QE aircraft carriers or conventional bases as required. No 809 NAS is not expected to receive its IOC until 2023, suggesting the famous “Dam Busters” squadron will be very busy at the turn of the decade.

# COMMENTARY *by Aeronautica*

## RISK ASSESSMENTS OR RISK ELIMINATION?

**B**y an unfortunate coincidence, just as members at the ALIP presentation by Farnborough International were hearing about the upgrading of the exhibition facilities and hopes for an even more successful 2016 air show, the MOD was confirming that for the first time ever at a Farnborough air show, this year the Red Arrows will not be carrying out their usual dynamic aerobatic sequences as the RAF has concluded that revised risk assessments now made it too onerous to allow such a display over this most famous airfield.

Only time will tell on what the impact of this decision might be in terms of putting off would-be show visitors over the public days, with consequential reductions in revenue generation for the organisers and hundreds of traders, if one of the most popular aspects of the flying display is removed. After more than five decades without any visitor fatalities due to an air accident at the show, it will be a sad development if, just as the facilities for exhibitors and trade visitors reach new levels of excellence, the public are offered a less attractive package through no fault of the organisers, who have always maintained the highest possible safety standards. No matter how many other attractions there may be at the show during the public days, the main motivation for thousands of visitors is to be excited and impressed by seeing the latest aircraft in the air, and by being thrilled by the fast jets and aerobatic teams.

A growing number of air shows are being canceled as a result of the extra administrative and other official demands being placed on show organisers, who are not always well-staffed large corporate companies, but who rely largely on enthusiastic volunteers, many of whom are aviation professionals, giving up their spare time to help plan, manage and present these events up and down the country. The Law of Unintended Consequences seems to be looming behind these post-Shoreham developments. Improving safety cannot be challenged as a worthy goal, but if new rules relating to every aspect of running an air show are made so difficult or costly to be complied with, and their implementation so demanding as to make the effort simply too time consuming and de-motivating, then this country will lose one of its greatest outdoor mass-appeal activities. For those involved in aviation, and anxious to see it flourish in the future, attracting a new generation who might otherwise be tempted away to other activities or

careers, it is surely worth campaigning to retain our great air show tradition? Maybe this year is just a blip, and eventually a more balanced policy might emerge, but it might not. This might be the beginning of the end of air shows as we have always known and loved them. Restricting dynamic displays to far-off “safe areas” well away from the crowds, where only the rabbits and foxes may be at risk from an accident, might improve the air show’s safety case no end, but to what end if the ticket-paying public decide to never come again? In the shadow of an increasingly over-protected society where more and more activities are considered too dangerous to be permitted, the scope for young people to gasp and thrill to the sight of sleek red jets doing exciting precision aerobatics has, up to now, been one of the joys of putting up with the traffic jams and crowds in order to see the best of our pilots showing off their skills and making us all feel proud.

With so much of our diminished military air power now unseen, and so many other RAF activities privatised, from training and air tanking to maintenance and search and rescue helicopter provision, it is the Red Arrows who still retain iconic status as high profile ambassadors for the Service. Aviation involves risk. It can be assessed and addressed, but it can’t be eliminated – it never can. So the application of safety policy must be proportionate – or will we next see Formula 1 racing restricted to timed run pasts? Farnborough has never been considered a risky venue for aerobatics before, and the airfield is just as close to residential and business occupation as it was in 2014. If we clip the Arrows’ wings any further then their future may well come under threat again, and their ability to attract national pride and a sense of awe among the general public will be lost. At a more basic level, if air displays become distant and boring they won’t survive long in such a competitive world.



# 2016 Air League Annual

## Aviation Excellence

**O**n Tuesday 3rd May, HRH The Duke of Edinburgh, patron of The Air League, hosted the League's Annual Reception in the splendid 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 Palace apartments provided a memorable backdrop as awards were made to those who had completed 126 awards in 2015 comprising 37 flying scholarships including The Prince Philip Flying Scholarship and the Bristow and Bristol Ground School ATPL(A) scholarships, 18 flying bursaries, 10 gliding scholarships and 7 engineering scholarships. In addition, the Trust provided 13 flying and 10 gliding Boeing scholarships for disabled veterans/serving personnel, including 2 ballooning PPL, together with 25 BA/Boeing gliding-to-solo scholarships and 4 joint gliding scholarship with BGA and CTC.



The British Airways gliding to solo scholars



The Boeing gliding to solo scholars



The Boeing disabled veteran scholars



Cornelia Oosthuizen receiving her disabled scholarship from the Patron



Receiving the Gold Medal



Jordy Black receiving his flying scholarship certificate

# al Reception Celebrates

## e Out Into Space

The evening also recognised a number of personalities who had made outstanding contributions to aviation beginning with Tracey Curtis-Taylor who had just completed an epic flight in her Boeing Stearman open cockpit bi-plane from Farnborough to Sydney in Australia, to pay tribute to Amy Johnson's flight in 1929. Secondly, a Framed Address was awarded to Johan Wiklund, a Swedish commercial pilot who had recently completed an amazing unsupported solo flight in his De Havilland Tiger Moth from the North of Sweden to Cape Town. A Framed address was also awarded to Howard Wheeldon who is a well-known political spokesman and defence commentator.

The Evelyn Saunders Trophy was awarded to Melissa Bartlett and The Prince Philip Light Aircraft Pilot Licence Scholarship was awarded to Katherine Pound.



Melissa Bartlett receiving the Evelyn Saunders Trophy



Keith Williams receiving the Jeffrey Quill medal



Sarah Nock receiving her gliding scholarship certificate



Dr Robert Fleming receiving the Scott-Farnie medal

The Scott-Farnie Medal, awarded for meritorious work in the field of air education, was awarded to Dr Robert Fleming for his amazing work in managing the Vulcan to the Sky Trust. Next, the Quill Medal which is awarded in memory of Supermarine's former Chief Test Pilot Jeffrey Quill, was awarded to Keith Williams, the retiring Executive Chairman of British Airways. Keith has actively supported The Air League with its gliding and inner-city initiatives and has been a source of support in encouraging airmindedness in the very widest sense of the word.

This year, the Air Training Corps is celebrating the 75th Anniversary of its foundation, or rather adoption by the Air Ministry in 1941. We are enormously proud that The Air Training Corps was in fact founded initially as the Air Defence Cadet Corps in 1938 as the result of an Air League initiative. Consequently The Air League has maintained a very close and keen interest in the fortunes of the Air Training Corps on a continuous basis since then. In 2016, The Air League's Gold Medal was awarded to the Air Training Corps.



Nigel and Angela Peake receiving the Founder's Medal on behalf of Tim

Finally, the rarely awarded Founder's Medal was awarded to our man in space, Major Tim Peake. Tim was able to telephone us from space and in recognition of his achievements as part of the European Space Programme and as the first Briton to walk in space, the Founder's Medal was received on Tim's behalf by his parents, Nigel and Angela Peake.

# SCHOLARSHIP

## 2016 FLYING S

### *Sponsor/Flying Scholarship*

The Prince Philip NPPL Flying Scholarship  
Bristol Ground School ATPL(A)  
BAE SYSTEMS (John Cunningham)  
Captain Colin Barnes  
HQ Air Cadets (The Air Cadets Scarman)  
Lucas Aerospace  
Robert Kronfeld  
Sir Arthur Marshall  
D G Marshall  
Sir James Martin (Martin Baker)  
Hugh Pope

### *Recipient*

Miss K Pound from Send, Surrey  
Miss C Charters from Gillingham, Kent  
Mr J Austwick from Preston, Lancashire  
Miss C Stoll from Littleover, Derby  
Miss A Austin from Grouville, Jersey Channel Islands  
Mr H Bell from Sheffield, South Yorkshire  
Mr D Folder from Nr. Tenby, Pembrokeshire  
Mr S Lemmon from Wickford, Essex  
Mr J Waite from Leicester, Leicestershire  
Miss L Wootton from Warwick, Warwickshire  
Miss K Gusseva from Loughborough, Leicestershire  
Mr C Brunton from Blackburn, Lancashire  
Mr P Jamieson from Ayr, Ayrshire  
Mr J East from Leamington Spa, Warwickshire  
Miss G Hill from Bath, Avon  
Miss C Kerr from Nairn, Highland

## 2016 GLIDING SCHOLARSHIPS

### *Sponsor/Gliding Scholarship*

Air League Trust  
Air League Trust  
Air League Trust  
Air League Trust  
Robert Kronfeld  
John Marriott  
John Marriott  
Darren McQuoid  
Darren McQuoid  
W B Rhodes-Moorhouse VC CT

### *Recipient*

Mr A Mackenzie from Gorbals, Glasgow  
Miss E J Nicholls from Worcester, Worcestershire  
Mr D Richmond from Ipswich, Suffolk  
Miss L Wootton from Warwick, Warwickshire  
Mr S Kennett from West Drayton, Middlesex  
Mr A Hammond from Southampton, Hampshire  
Mr M Harrison from Camberley, Surrey  
Miss C Charters from Gillingham, Kent  
Mr T Freeland from Deal, Kent  
Miss S Lyell from Winchester, Hampshire

## 2016 ENGINEERING SCHOLARSHIPS

### *Placement Company*

Airbus Helicopter  
Booker Aviation  
Leonardo Company  
Marshall Aerospace  
Marshall Aerospace  
Tayside Aviation

### *Recipient*

Miss G Hill from Bath, Avon  
Mr T Freeland from Deal, Kent  
Mr J Rawson from Sheffield, Derbyshire  
Miss E John from London  
Miss J Waite from Basildon, Essex  
Mr B Heenan from Guildford, Surrey

# WINNERS 2016

## SCHOLARSHIPS

### *Sponsor/Flying Scholarship*

Rhodes-Moorhouse VC  
Royal Aeronautical Society  
Swire Charitable Trust  
The Coachmakers Livery (Victor Gauntlett)  
The MacRobert Trust  
Red Arrows Trust

### *Recipient*

Mr S Franklin from Falmouth, Cornwall  
Mr M Chaudhry from Hounslow, Middlesex  
Miss C Atkins from Dorchester, Dorset  
Mr D Ball from Dalgety Bay, Fife  
Mr C Bowcott from Invermoriston, Inverness-shire  
Mr J Campbell from Dover, Kent  
Mr C Ellis from Dundee, Tayside  
Mr A Fisher from Banbury, Oxfordshire  
Mr R Graham from Middlesex, London  
Mr B Heenan from Guildford, Surrey  
Mr S Kennett from West Drayton, Middlesex  
Miss K Rogers-Smith from Coventry  
Miss E John from London  
Mr D Callan from Grangemouth, Stirlingshire  
Mr D Mills from Peterborough, Cambridgeshire

## 2016 FLYING BURSARY

### *Sponsor/Flying Bursary*

ALT  
Buckland Memorial  
Sir Michael Cobham  
Mark Philip Jones Memorial  
Mark Philip Jones Memorial  
Keith Mans  
Charles Newton Trust  
The Red Arrows

### *Recipient*

Mr H Newman from St.Austell, Cornwall  
Mr E Allen from Frest Forest, Guernsey  
Mr D Barclay from Eton, Berkshire  
Mr D Beeden from Oundle, Peterborough  
Mr G Coe from Bognor Regis, West Sussex  
Mr J Gray from Falkirk, Stirlingshire  
Mr T Hornsby from Blackpool, Lancashire  
Mr L Molloy from Dundee, Tayside  
Mr J Rowland from Gloucester, Gloucestershire  
Mr A Sansom from Leicester, Leicestershire  
Mr H Simpson from Ongar, Essex  
Mr E Smith from Upwod, Cambridgeshire  
Mr S Tomline from Oxford, Oxfordshire  
Mr B Neale from Carnoustie, Angus  
Mr L Alderson from Cumbria  
Miss J Barlow from Co. Down, Belfast  
Mr R Gale from Portsmouth, Hampshire  
Miss K Moran from Warrington, Cheshire  
Mr S Woodgate from Richmond, North Yorkshire

## Members News

### Steven Barbour, Swire Scholarship 2015

The main reason for this letter is to share my recent success with you, for I believe that the scholarship I obtained has thoroughly helped me achieve this. On Sunday 5th June, I will be making my way up to RAFC Cranwell to commence Initial Officer Training. It has been my dream since a young age to fly for the Royal Air Force, and I was recently made aware that I had been successful in my application to the service as a pilot.

I would like to thank you for your support in my efforts to improve my flying abilities through this scholarship. Not only did I learn greater practical aviation skills, but also enhanced myself in terms of maturity, ability to converse with a range of people and flexibility. I strongly believe that my experience on this course in some way supported my application to the Royal Air Force, and for that I once again thank you for this.

## Airbus orders A330 MRTT Full Flight Simulator

Airbus Defence and Space has placed an order for the development and provision of a Full Flight Simulator (FFS) to support the training of crews on the A330 Multi Role Tanker Transport.

The contract, signed with Indra of Spain, covers the installation at the Airbus Defence and Space International Training Centre in Seville of a Level D FFS, which is certified to qualify pilots on the A330 MRTT with zero flight time in the real aircraft.

In addition to providing pilot flight training, the new FFS, which will enter service in the second quarter of 2018, will permit the training of pilots in hose-and-drogue refuelling operations, and to act as a receiver from other tankers.

The company decided to invest in the new capability in order to ensure that a robust training capability is available to meet the needs of the rapidly growing global fleet of A330 MRTTs. Already 27 aircraft have been delivered to four nations out of 49 on firm order, and the type has been selected by a number of other nations.

## Leading Edge members visit RAF Linton-On-Ouse



Young Air League members visited RAF Linton-on-Ouse in late May. During their stay they were hosted by Flt Lt Olly Peters, Deputy OC B Flight of No 72 (R) Squadron. They visited the cockpit trainer and simulator, the air traffic control centre, the ejection seat bay, the fire section and engineering hanger. They also had lunch with staff and students in the Officers mess.

### New Members

**Individual Members:** Elizabeth Cooper, Craig Jardine, Mairi Lewis, Michael Miskimmin, Valeriya Mordvinova, Callum Smith

### Diary Reminders

9 July 2016	Air League Day at Bicester Gliding Club
8-10 July 2016	RIAT, RAF Fairford
11-17 July 2016	Farnborough International Airshow (Futures Day 15 July, Public days 16 & 17 July)
18-24 July 2016	GAVA Annual aviation art exhibition, Mall Galleries, London (18 July by invitation only)

For up-to-date information on all our activities please visit our website at [www.airleague.co.uk](http://www.airleague.co.uk) where you can register for changes to be sent to you by email as they are announced.



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