



The Air League Newsletter

Issue 4: July/August 2010

DEFENCE REVIEW “A CLEAN BREAK”



ABOVE - RAF Chinook deploying decoy flares in the face of a Taliban summer offensive in Afghanistan against a backdrop of speculation on the Service's long-term future. (MOD PICTURE)

The forthcoming UK Strategic Defence and Security Review (SDSR) is being conducted in a most politically charged climate. While the elevation of defence to the top of the political agenda has been a long time coming, the only definitive message that has emerged over recent weeks is that the UK government has already concluded

that the current defence programme is unaffordable and big changes are on their way. As a result it faces a huge challenge in deciding what to do about it. Speaking at the RUSI on 14 June, Defence Secretary Liam Fox said that the SDSR would have to make a clean break from the thinking of the past and will be “ruthless and without sentiment”

Deep defence cuts could have a very negative impact on an industry struggling to remain competitive, trying to increase exports. This is well understood by the government's own trade and industry officials but what really matters is how much national defence and industrial capability will remain after the SDSR and

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Fox on defence *(continued from page 1)*

associated Defence Industrial Strategy are decided. Dr Fox said, "It will be strategic, cross-government and comprehensive, covering all areas of defence and security. We will make sure that the capabilities we invest in are those best placed to provide the security we need for the future." He continued, "I want to make sure that there are no illusions about the daunting scale of the challenge we face. While many arms of government are directed towards or contribute to this aim (to protect our way of life and provide security for its citizens), it is the Armed Forces that are essential to this effort." He said, "But we must not lose sight of their primary mission – to maintain the capability to apply lethal force where needed so that political decision-makers have the widest possible range of choices when making strategic decisions."

Dr Fox said that this primary mission had two aspects. The first was for the Armed Forces to protect citizens and territory by deterring and containing threats, preventing possibilities from becoming actualities. "We underestimate the value of deterrence at our peril and we do ourselves a disservice if we merely confine it to the concept of nuclear weapons. The nuclear deterrent is of course fundamental to our ability to deter the most destructive forms of aggression, but we must also remember the powerful deterrent effect of our conventional forces. Recently we have perhaps failed to fully recognize this. I want the SDSR to change that, to take a fresh look at what we are doing to dissuade aggression, and how we might do this better."

Dr Fox said that a second core mission is for defence to be there for when everything goes wrong, "When deterrence and containment have failed, when diplomacy is exhausted, and as a last resort the use of lethal force is required." He said that no other

arm of government can deliver this, or is designed to achieve this, and it cannot be outsourced or delegated, even to our friends. He said, "So our Armed Forces must be structured first to deter and second to deliver the use of force in support of our national interest and to protect national security."

On Afghanistan Dr Fox said, "Our mission in Afghanistan is vital for our national security, vital for the security of the region and vital for global stability. We cannot allow it to be used again as a haven for terrorists or a launch-pad for attacks on the UK or our allies. So, Afghanistan remains our top priority, and our people in theatre will get the best support that is possible. Counter insurgency needs strategic patience, and we're committed to seeing the mission through to resolution – creating a stable enough Afghanistan to allow the Afghan people to manage their own internal and external security."

"This is no time for us to lose our nerve and we must find the language to persuade the British people to stick with us." On the subject of burden-sharing he said, "There is absolutely no reason why any NATO country cannot do more for the training mission – it is a measure of our commitment and resolve as an Alliance – and it is the route to bringing our troops home without leaving a security vacuum behind."

Returning to the problem of funding the defence programme, Dr Fox said, "Change is not an option – it is a necessity." Dr Fox said that reductions in administration costs and increases in efficiency would not be enough on their own. "The problem is structural so the response must be structural to put defence on a stable footing. The MOD itself must face reform. We intend to reorganize the whole organization into three pillars – first Strategy and

Policy, second Armed Forces and Procurement and third Estates." He added, "We do have to operate in the financial climate we have inherited and defence cannot be immune from that challenge.....but while the SDSR may be resource-informed, it is policy-led."

Matthew Knowles, spokesman for ADS the UK's Aerospace, Defence and Security trade organisation, said "We are encouraged by the Secretary of State's comments that the Strategic Defence and Security Review will be policy-led and resource-informed. Industry looks forward to contributing to the review, not least in terms of procurement reform, a new Defence Industrial Strategy and assisting in reducing the Ministry of Defence's running costs through outsourcing where appropriate. It is crucial that the review avoids being merely a cost-cutting exercise. The Government and the Secretary of State have both been clear that exports are a key way for the UK to exit recession. The wealth-creating benefits of defence must also be considered in the review. The economic sustainability of the £35 billion per year UK defence sector is crucial for both defence and economic reasons. Furthermore, if programmes are cut these products are no longer available for export.

"Treasury figures show that defence spending as a proportion of national wealth has halved over the last twenty years while other Government department budgets have increased. While we recognise that the deficit must be reduced we encourage the Government to recognise that defence has already made a significant contribution to Government savings. Other departments could now make a similar contribution rather than have defence, our armed forces and the 300,000 people working in our defence industry be required to endure further disproportionate cuts."

The (Airport) Times - They Are a Changing



ABOVE - A Singapore Airlines A380 at Terminal 3, Heathrow. Not providing new UK runway capacity will increase delays and waste fuel in the air and on the ground. It may make some air traffic go away but it won't save the planet.

The new Conservative-Liberal Democrat coalition government has lost no time in setting out its revised aviation policy priorities. As was pledged in the recent general election, the Conservative promise to scrap plans for the Third Runway at London Heathrow has been confirmed, along with a pledge to allow no more new runway building at London's other major airports - Gatwick or Stansted. By appearing to rule out any new runway facilities at any key South East England international airport, the new government appears content to adopt a civil aviation policy that could consign London and the South East to a slow decline in competitive airport capacity - or so thinks the CBI and a large number of air transport, tourist and business leaders and organisations concerned at what this policy will deliver, if unchallenged, over the coming years. London's role as Europe's main global air hub is already threatened by airport expansion at Paris and Amsterdam, both of which have new runways to absorb and grow new air traffic. In contrast the UK aviation policy does not even offer the distant prospect of an all-new offshore airport for London, so the whole issue is effectively being ignored,

hardly a good basis for long-term UK air transport planning by our own airline and airport operators, who are going to have to get used to "making do" as best they can. In due course a more advanced Europe-wide air traffic management system and more capable aircraft and airport aids may enable capacity off existing runways to be increased substantially, but without new runways the scope for maintaining punctuality and operating standards will be severely challenged. The use of larger capacity aircraft, such as the A380, may also absorb increased growth, but all these developments do not compensate for what might be described as Strategic Runway Deficit.

If airlines are denied natural expansion of their business to meet customer demand, they will move their hubs elsewhere and the UK could eventually become Europe's air backwater, unlikely as this may seem today. A look at what happened to London's docklands in a single decade should act as a reminder of how quickly a thriving trade centre can collapse.

UK civil aviation, and transport policy in general, appears to be increasingly dominated by the

shadow of a rapidly expanding environmental influence. The Green lobby has fast grown from a campaigning movement into a full industrial sector and the emergence of carbon credits is creating scope for a new era of speculative trading that could have a long-term impact on global air transport. The drawing together of transport and environmental policies should be a positive development, but in reality this has brought forward a consolidation of anti-airport and anti-aviation control policies in the name of a cleaner, greener new world. A useful by-product for the government is the massive extra tax "take" from aviation's customers and the savings from not having to contribute to the infrastructure costs of new airport facilities. In the meantime, the promised high speed railways that are supposed to reduce demand for short-haul air services now also seem likely to be postponed indefinitely due to the debt crisis. The Air League is going to have to join with other interested parties in continuing to fight to make the case for new airport capacity, especially in the South East of England, or it will simply migrate to Europe or to the rest of the world via Eurostar.

Air League 2010 Annual Reception

On Tuesday 8th June, HRH the Duke of Edinburgh, patron of The Air League, hosted the League's Annual Reception in the prestigious surroundings of St James's Palace. The Air League's Annual Reception is one of the key events in the national aviation calendar and is an excellent opportunity for both sponsors and recipients of the scholarships and bursaries to meet one another. The sun shining through the Palace windows provided a fitting backdrop as around 100 certificates and badges were awarded to youngsters who had completed powered flying, gliding and engineering scholarships administered by the Air League Educational Trust (ALET). The evening also recognised a number of aviation professionals who had made outstanding contributions, notably Wing Commander Michael

Douglass and Air Commodore Ian Stewart for their services to the Air Cadet Organisation, John Williams for services to gliding and for pushing the boundaries of long distance flight, and to the British Gliding Team for winning the European Championships in 2009. The Scott-Farnie Medal went to David Cockburn for his meritorious work in the field of air education, and the Marshall Medal was awarded to Andrew Menzies for his exceptional support to The Air League. The Jeffrey Quill Medal for outstanding contribution to the development of air-mindedness in Britain's youth went to recently-retired Director of the RAF Museum, Dr Michael Fopp, while The Air League Gold Medal went to Tony Edwards for his outstanding services to the causes of the Air League over many years.



ABOVE - The Chairman gives his opening address.



ABOVE - Lady Cobham being presented to the Patron together with Lady Marshall.



ABOVE - Gilberto Alberto-Faria receiving his flying scholarship certificate from the President.



ABOVE - Niamika Agrawal receiving her engineering scholarship certificate from the President.



ABOVE - Henry Saunders receiving his engineering scholarship certificate.



ABOVE - Scholars after the awards ceremony in the Picture Gallery.



ABOVE L-R - The President, the Patron, Rosemary Fopp, Michael Fopp and Air League Training Adviser Melanie Stewart.

Recognises Aviation Excellence



ABOVE - Helme Harrison receiving the Evie Saunders Memorial Trophy.



ABOVE - Virginia Gould receiving her flying scholarship certificate.



ABOVE - Tony Edwards receiving the Air League Gold Medal.



ABOVE - The Patron with some of the ATC cadet helpers who helped make the Reception go so well.



ABOVE - Victoria Santer receiving the Prince Philip Flying Scholarship on behalf of her daughter, Sophie Stachera, who was at OASC, Cranwell.



ABOVE - Julia Robson receiving her gliding scholarship certificate.

The Duke of Edinburgh very much enjoyed meeting so many of the guests, and learning of the very evident interest and current involvement of all those who were

present at the Reception. The Patron asked that his thanks and best wishes be conveyed to all those who were involved in making the evening such a success.

List of 2010 Scholarship

2010 FLYING SCHOLARSHIPS

Sponsor/Flying Scholarship

The Prince Philip NPPL Flying Scholarship
Airbus UK
Battle of Britain Fighter Association
BAE Systems (John Cunningham)
British Women Pilots' Association
Cobham plc (Sir Alan Cobham)
Cobham plc (Sir Alan Cobham)
HQ Air Cadets (The Air Cadets Scarman)
HQ Air Cadets (The Air Cadets Scarman)
HQ Air Cadets (The Air Cadets Scarman)
HQ Air Cadets (The Air Cadets Scarman)
HQ Air Cadets (The Air Cadets Scarman)
HQ Air Cadets (The Air Cadets Scarman)
Hugh Pope
Joseph Gaggero
Lady Humphrey (Andrew Humphrey)
Lucas Aerospace
Marks & Spencers
Marshall Aerospace (D G Marshall)
Marshall Aerospace (D G Marshall)
Marshall Aerospace (Sir Arthur Marshall)
Martin-Baker (Sir James Martin)
Michael Cross
Page Aerospace
Royal Aeronautical Society
Shell Aircraft
Swire Charitable Trust
Swire Charitable Trust
Swire Charitable Trust
Swire Charitable Trust
Swire Charitable Trust
Swire Charitable Trust
Swire Charitable Trust
Swire Charitable Trust
Swire Charitable Trust
Swire Charitable Trust
Swire Charitable Trust
TAG NPPL Farnborough
The Coachmakers Livery (Victor Gauntlett)
The Joan Angus
The Red Arrows Trust
W B Rhodes-Moorhouse VC

Recipient

Miss S Stachera from Canterbury, Kent
Miss H L Rosier from Pontyclun, South Glamorgan
Mr C Webber from Duston, Northampton
Mr J Wright from Maryport, Cumbria
Miss L Pettit from St Annes, Lancashire
Mr P Cridge from Kettering, Northamptonshire
Mr S Woodgate from Colchester, Essex
Mr J Amin from Newbury, Berkshire
Mr S Link from Creigiau, Cardiff
Miss R J Mills from Belper, Derbyshire
Miss R Ryan from Southminster, Essex
Mr J Sillett from Halesworth, Suffolk
Mr A White from Norwich, Norfolk
Mr J Glave from Porthcawl, Mid Glamorgan
Mr T Crowle from Brynmill, Swansea
Miss V Earl from Chigwell, Essex
Mr F Conway from Birmingham
Mr A J Sharp from Diss, Norfolk
Mr D Brown from Henley-on-Thames, Oxfordshire
Mr G Havard from Cimla, Neath
Mr L D Cooper from Goole, East Yorkshire
Mr M Reeve from Ipswich, Suffolk
Mr T Marlow from Chilton, Oxfordshire
Mr Nathan Parish from Stanford-Le-Hope, Essex
Mr A Luken from Southampton
Mr J Jones from New Oscott, Birmingham
Mr A Collings from Colchester, Essex
Mr J Joyner from Tamworth, Staffs
Mr A Kensit from Orpington, Kent
Mr P Marsh from Hook, Hants
Mr O Marshall from Warwick, Warwickshire
Mr T Nation from Llantwit Fadre, Pontypridd
Mr S Quazi from Epsom, Surrey
Miss R Rose from Mucklow Hill, Halesowen
Mr D P Simpson from Wirral, Merseyside
Mr C F G Wong from Ilford, Essex
Mr C Jackson from Fleet, Hampshire
Mr A Mazzoleni from Whitson, Newport
Mr A Rickwood from Huddersfield, West Yorkshire
Miss G Ehrmann from Beaconsfield, Buckinghamshire
Miss E L Wilce from Halstock, Yeovil

and Bursary Winners

2010 GLIDING SCHOLARSHIPS

Sponsor/Gliding Scholarship

ALET (Aerobatics)
ALET (Aerobatics)
ALET (Cross Country)
ALET NPPL (6 Hrs)
ALET NPPL (6 Hrs)
ALET NPPL (12 Hrs)
ALET NPPL (12 Hrs)
John Marriott (Aerobatics)
John Marriott (Cross Country)
Darren McQuoid (Cross Country)
Darren McQuoid (Cross Country)

Recipient

Mr A C Stewart from Newtownards, N Ireland
Mr S Youngman from Erith, Kent
Mr L A Ball from Helston, Cornwall
Mr M Gatfield from Marlow, Buckinghamshire
Mr R Green from Swaffham, Norfolk
Mr K McTaggart from Bassett, Southampton
Mr M G Rourke from Windlesham, Surrey
Miss S Whiteside from Watlington, Oxfordshire
Mr T Marlow from Chilton, Oxon
Miss R Fincham from Norwich, Norfolk
Mr O Mankowski from Durham, County Durham

2010 ENGINEERING SCHOLARSHIPS

The JN Somers Charitable Will Trust and Rhodes-Moorhouse VC Charitable Trust jointly support these awards.

Placement Company

BA Maintenance Glasgow
Cabair
Cabair
Eurocopter UK
Marshall Aerospace
Marshall Aerospace
Wycombe Air Centre

Recipient

Mr O Thomas from Walsall, West Midlands
Mr R Dickie from Cathcart, Glasgow
Mr R E Williams from Plymouth, Devon
Mr A Ball from Linchfield, Staffordshire
Mr A Jamil from Smallbridge, Rochdale
Mr D Perrett from Holt, Norfolk
Mr J Myers from Bury St Edmonds, Suffolk

2010 FLYING BURSARY

Sponsor/Flying Bursary

Martin-Baker (Sir James Martin)
Norman Barber
Nigel Blood
Nigel Blood
British Women Pilots' Association
Sir Michael Cobham
Sir Michael Cobham
Sir Michael Cobham
Sir Michael Cobham
Sir Michael Cobham
Sir Michael Cobham
Sir Michael Cobham
Sir Michael Cobham
Sir Michael Cobham
Emirates
Emirates
Joseph Gaggero
Joseph Gaggero
Mark Philip Jones Memorial
The MacRobert Trust

Recipient

Mr D T Marshall from Loughborough, Leicestershire
Mr A D Lamb from Lancaster, Lancashire
Mr A G P Roberts from Heswall Hills, Merseyside
Mr P Wigginton from Edinburgh, Midlothian
Dr A Dunnington from Clifton, Bristol
Mr J J Anderson from Virginia Water, Surrey
Mr D T Bray from Burford, Oxfordshire
Mr L C Dale from Poole, Dorset
Miss C Irons from Deeside, Flintshire
Mr B Lion from Maidenhead, Berks
Mr J Newman from Rochester, Kent
Mr A Roberts from Cardiff, South Wales
Mr M Stokes from South Shields, Tyne & Wear
Mr J Shanthakumaran from Ilford, Essex
Miss A Simpson from Washington, Tyne & Wear
Mr R G Willington from Dorridge, Solihull
Mr B Wilson from Godalming, Surrey
Mr C Ewbank from Huntingdon, Cambridgeshire
Mr P M L Thomason from Yell, Shetland

INDUSTRY NEWS

• Boeing announced on June 15 a second production rate increase on the Next-Generation 737 programme, taking the rate from the previously announced 34 airplanes per month to 35 in early 2012. In May, Boeing cited continued strong demand for the Next-Generation 737 as reason to ramp-up production from 31.5 to 34 airplanes per month and indicated plans to study further increases. The announcement acknowledges the anticipated long-term growth in this market segment and the continued pressure to raise airplane output to match expected market demand.

• During the 2010 ILA Berlin Air Show, Airbus announced commitments across its broad product range covering a total of 67 aircraft, valued at over US\$15.3 billion. These commitments include firm orders for 32 A380 aircraft worth around US\$11.5 billion, plus Memorandum of Understanding (MoU) agreements for a further 35 aircraft totalling around

\$3.8 billion. The highlight of the show was the firm order from Emirates Airline for 32 A380s. This latest order from the Dubai-based carrier brings its total orders for the A380 to 90 aircraft. Emirates has supported the development of the A380 from the earliest days, and this order - the single largest A380 order ever - is an unequivocal endorsement of both the A380's exceptional in-service performance, and also its role as a market-growth enabler for airlines that operate it. In addition to this firm order, commitments reached at the show included MoUs for 35 aircraft worth approximately \$3.8 billion.

• BAE Systems is due to roll out its stealthy Taranis UCAV demonstrator in mid-July ahead of the Farnborough International air show. This has been designed and built using rapid prototyping methods and is ahead of Europe's rival, the very similar Neuron UCAV.

Youth Matters

MEMBERS' NEWS

Alex Clarke ALET (Cross Country 2009) I would like to thank the Air League for my cross country gliding scholarship. I had an excellent week at Cambridge Gliding Centre which included a 200km flight with an instructor. The skills learnt in that flight have proved to be of great benefit. I completed my first solo at my home club. Once again thank you. I hope to the Air League continues its good work giving young people the opportunity to fly.

Neil Heron (Sir Michael Cobham Flying Bursary 2004) A few years ago I received a bursary to enable me to obtain a seaplane rating. Thanks to your assistance towards obtaining this rating I managed to secure employment

with Loch Lomond Seaplanes, the only commercial operator of seaplanes in the UK, and have recently began flying for the company as a line pilot thanks to their investment in training me further. I am the first person to have been trained in-house, have never flown a seaplane outside the UK, as all other company pilots have always been foreign and gained their experience abroad.

Thanks again for granting me this bursary and I hope to be able to donate to the Air League in the future to allow others to benefit.

Paul Lee (Joe Gaggero Flying Bursary 2009) as a result of my flying bursary I have completed the

IMC training course and passed my skills test. I would like to record my thanks to both The Air League and to my sponsor for making this possible. As well as being a potential life saver, the IMC course is great fun, improves your overall standard of flying, and allows you to fly with greater confidence.

Lewis Mansell (Vector Aerospace Flying Bursary 2009) I write to thank ALET and my sponsor for the chance to complete advanced flying training with my bursary. I used the air time to carry out my Tail Wheel Conversion on a Piper Super Cub, an aircraft very different from the Cessnas I usually fly. The learning curve was very steep but I enjoyed the training immensely and think the training I received has made me a better pilot overall.

New Members

Full Members: Mrs M Stewart, Mr M Stokes.

Student Members: Mr J Coolican, Mr W Hilton, Miss C Irons, Mr H King.

Diary Reminders

30 June 2010	The Air League in Parliament
3 July 2010	Annual Young Members Flying Day, Bicester
23-25 July 2010	Futures Day, Farnborough
2 September 2010	Engineering Taster Day, Marshalls Aerospace of Cambridge
9 November 2010	The Andrew Humphrey Memorial Lecture

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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