



# The Air League Newsletter

Issue 6: November/December 2010

## Defences cut to balance overstretched budget

**T**he eagerly-awaited Strategic Defence and Security Review (SDSR), titled “Securing Britain in an Age of Uncertainty”, was presented to Parliament by Prime Minister David Cameron MP on 19 October. Following on from the halving of national defence expenditure (as a proportion of GDP) over the life of the previous government’s period in office, the new defence budget settlement represented a new eight per cent reduction in real terms and included the most significant cuts in capability since the end of the Second World War. In terms of air power, the most far-reaching and unexpected announcements included abandonment of the £3 billion Nimrod MRA4 programme, the rapid withdrawal of all RAF/RN Harriers, and RN Flagship HMS Ark Royal, and the switch of plans to buy the STOVL F-35B version of the JSF in favour of the navalised C model, to operate from one carrier, to be delivered in a conventional carrier configuration.

In the foreword to the document, signed by Mr Cameron and Deputy PM, Nick Clegg MP, the SDSR foreword states, “The difficult legacy we have inherited has necessitated tough decisions to get our economy back on track. Our national security depends on our

economic security and vice versa. So bringing the defence budget back to balance is a vital part of how we tackle the deficit and protect this country’s national security....

“Nevertheless, because of the priority we are placing on our national security, defence and security budgets will contribute to deficit reduction on a lower scale than some other departments. The defence budget will rise in cash terms. It will meet the NATO 2% target throughout the next four years. We expect to continue with the fourth largest military budget in the world.....

“Battlefield helicopters will be vital for the range of missions set out in the National Security Strategy. We will buy 12 additional heavy lift Chinook helicopters. We will extend the life of the Puma helicopter to ensure that sufficient helicopters are available for our forces in Afghanistan. The Merlin force will be upgraded to enhance its ability to support amphibious operations. Taken together with the continued introduction of the Wildcat helicopters for reconnaissance and command and control purposes, this programme will deliver a properly scaled and balanced helicopter force to support our troops into the future.....

*continues on page 2*



ABOVE – Not for much longer.....Harrier GR9s landing on HMS Ark Royal

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# The President writes...

**T**he outcome of the Strategic Defence and Security Review was never going to be straightforward given the need to provide simultaneous solutions to three testing problems. First, against the backdrop of major reductions in public expenditure as we saw in the following day's Comprehensive Spending Review announcements, it was clear that Defence would be required to contribute to the reduction in the deficit. A strong economy is axiomatic for a nation wishing to exercise influence in the world. Secondly, the requirement to continue the fight in Afghanistan until 2015 limited the room for manoeuvre, particularly in terms of Army manpower. As we have heard at many an Air League Council meeting, a successful outcome in Afghanistan is pivotal to the UK's security and to NATO's credibility. But thirdly, many of us feared that the review would close-off irrevocably options for the longer-term future. In the period beyond 2015 with Afghanistan behind us, it is highly likely that funding

for Defence will increase, certainly according to the Defence Secretary's recent speeches. In the event, as you will read elsewhere in this issue, the road ahead to those uncharted sunlit uplands is rocky indeed. The loss of the UK's maritime patrol capability is a particular blow, especially to me as a former Station Commander of RAF Kinloss. However, the UK will continue with an expeditionary capability and will still be a major player in NATO and almost all the foundations will be in place to expand the UK's air power capabilities once Defence funding improves. As Lord Trenchard said in 1929 as he retired as CAS having weathered a period of extreme austerity:

"I have laid the foundations for a castle; if nobody builds anything bigger than a cottage on them, it will at least be a very good cottage."

We would do well to remember that!

*Sir Brian Burridge*

*continued from page 1*

"In terms of the Royal Navy, we will complete the construction of two large aircraft carriers. The Government believes it is right for the United Kingdom to retain, in the long term, the capability that only aircraft carriers can provide – the ability to deploy air power from anywhere in the world, without the need for friendly air bases on land. In the short term, there are few circumstances we can envisage where the ability to deploy airpower from the sea will be essential. That is why we have, reluctantly, taken the decision to retire the Harrier aircraft, which has served our country so well. But over the longer term, we cannot assume that bases for land-based aircraft will always be available when and where we need them. That is why we need an operational carrier. But the last Government committed to carriers that would have been

unable to work properly with our closest military allies. It will take time to rectify this error, but we are determined to do so. We will fit a catapult to the operational carrier to enable it to fly a version of the Joint Strike Fighter with a longer range and able to carry more weapons. Crucially, that will allow our carrier to operate in tandem with the US and French navies, and for American and French aircraft to operate from our carrier and vice versa. And we will retain the Royal Marine brigade, and an effective amphibious capability.....

"In terms of the Royal Air Force, by the 2020s it will be based around a fleet of two of the most capable fighter jets anywhere in the world: a modernised Typhoon fleet fully capable of air-to-air and air-to-ground missions; and the Joint Strike Fighter, the

world's most advanced multi-role combat jet. The fast jet fleet will be complemented by a growing fleet of Unmanned Air Vehicles in both combat and reconnaissance roles. Our fast jets will be backed up by the most modern air-to-air refuelling aircraft, extending their reach and endurance. The strategic air transport fleet will be enhanced with the introduction of the highly capable A400M transport aircraft. Together with the existing fleet of C17 aircraft, they will allow us to fly our forces wherever they are needed in the world. Our new Rivet Joint aircraft will gather vital intelligence. In this year in which we remember the 70th Anniversary of the Battle of Britain, the RAF has a vital continuing role."

(The SDSR can be read in full, and downloaded from the Ministry of Defence website)



*ABOVE - Nimrod MRA4 aircraft at BAE's Warton plant awaiting their fate after expenditure of more than £3 billion, which has included the production of new Searchwater 2000 radars, engines, landing gear sets, mission systems and wings. After earlier cuts, only nine aircraft, instead of the original 21, were due to be delivered but all will now be scrapped, along with one of the world's most expensive and sophisticated ground simulators.*

## “These Things”

**A**lthough hailed in advance by Secretary of State for Defence, Dr Liam Fox MP, as a “policy-led, Treasury-informed” strategic defence review, a point repeated by the Prime Minister as he announced the SDSR in the House of Commons, it became clear over the weeks, days and hours leading to the announcements that the changes had been agreed under extreme Treasury pressure for even more drastic savings. The successful efforts of Dr Fox to fend-off the demands for a 10% cut, which received national publicity when his plea to Mr Cameron leaked out, nevertheless resulted in decisions that will introduce unprecedented front-line reductions and gaps, over the next decade. Greater risks, and a reduction in sovereignty, will be inevitable consequences of these actions, as has indeed been admitted. As many organisations and individuals have warned, this report already looks like a rushed and missed opportunity that gambles with the nation’s future security, at least in the medium term, and places too much reliance on luck.

The new policy of combining UK defence with wider aspects of security, including anti-terrorist measures, increased cyber defence and other home-affairs-related vulnerabilities, represents a sensible and overdue fusion of national security interests, but the relatively small increases allocated to such measures as enhanced cyber defence hardly make up for the massive draw down in other defence capabilities which will certainly degrade the UK’s status as a global defence player, as unpalatable as this fact may be. For example, there will be many implications, especially in the loosening of decades-long interoperability experience, from grounding all the MR2 Nimrods and now cancelling the replacement MRA4s. In future the RAF cannot take part in, let alone host, important international exercises with US, Canadian, Australian, New Zealand and other NATO

maritime nations. When Coastal Command shrunk to become 18 Group, Strike Command, nobody could have imagined that a future British government would one day give up maritime air capability completely to save money at a time when the threats were increasing.

Any semblance of credibility for a truly strategic rationale behind this SDSR was blown away by the revealing attitude of the Chancellor, George Osborne MP, during an interview on the eve of the Spending Review on the BBC’s Andrew Marr Show. Under questioning about the headline speculation concerning the aircraft carrier programme, Osborne repeatedly and dismissively referred to these previous cornerstones of global capability as “these things” as he explained how, to his frustration, the contractual arrangements had made it more expensive to cancel than to continue. So, having enthusiastically supported the carriers on a bi-partisan basis since their inception, did the Conservative-led Coalition government still believe they were essential and flexible platforms or not? At the very heart of the UK’s future ability to project global air power and influence, and around which so many other programmes were being assembled, suddenly the need to make drastic cuts had become the prime, not secondary, consideration. But because of the contractual obligations, and the extent to which the ships were already underway in the shipyards, the government decided it was stuck with “these things”. A more damaging attitude to RN and Fleet Air Arm morale is hard to imagine – apart from scrapping the Flagship “Ark” and all its Harriers!

Instead of providing more money for a defence budget that had been criticised, quite correctly, by the Conservative Opposition as being seriously under-funded, the long-promised policy and implementation document has emerged as a somewhat shambolic compromise in the very best tradition of Treasury-led salami-slicing...but on a mega scale. Many will welcome the long-term

intention to adopt the conventional F-35C JSF and to fit the carrier with arrestor wires and catapults, but this has always been dismissed in the past by MOD and the RN as “unaffordable” for obvious reasons. If there is now to be no continuity or identifiable career paths for experienced RAF/RN carrier qualified pilots and flight deck crews in a transition from Harriers to a completely new skill requirement set for conventional naval air operations, then training costs will probably go through the roof after 2015, and even the F-35Cs may be cancelled.

Much mischievous “spinning” must also have been at work as many muddled newspaper reports referred dismissively and inaccurately to the demise of both the Nimrod 4s and the Harriers as if they were Cold War legacy relics. Overlooked completely (and very conveniently) were the embarrassing facts that the MRA4s are 90% brand-new, with some of the world’s most advanced mission and weapons systems aboard, and considered key platforms in the Combat-ISTAR fleet, and the Harriers, equipped as GR9s with recently uprated engines, avionics and precision weapons and reconnaissance pods, are probably the most flexible, capable and versatile attack aircraft in NATO service. These are not, of course, the Harriers that took part in the Falklands War, as has been implied.

As the timescale for this defence review drew closer, it became depressingly more obvious that for all its promise, and an appreciation of the appalling national debt that must be reduced as a matter of urgency, the end result was going to be just another step in the cycle of decline for our taken-for-granted armed forces. If the nation can ring-fence billions of pounds in foreign aid and a bloated schools budget, and allocate £3 billion to a new international climate change fund, not to mention another uncancellable project, the £12 billion 2012 Olympics, then the savings from these savage defence cuts seem relatively modest. The implications may yet come back to haunt us.



ABOVE – Essential transport, tanking, and “eyes and ears” giving ground forces maximum situational awareness, agility and reach in theatre. From left to right: A VC10 tanker/transport, Nimrod R1 and Sentinel R1. (MOD Photo)

**Operations during the Afghanistan Parliamentary Elections on 18 September, 2010, provided a vivid reflection of just how extensively British air power is committed in this conflict. The details in this edited report have been provided by the Ministry of Defence.**

This election was a highly significant milestone for the Afghan Government. Though history will judge the success or otherwise of the event, what can be of no doubt is the valuable contribution made by the Royal Air Force and tri-service units in Joint Helicopter Command to the extraordinary security operations that were undertaken. It was clear from intelligence and observed activity in the lead up to Election Day that insurgents were determined to disrupt it. In meeting this lethal challenge a concerted and sophisticated operation across many diverse activities were planned and started well before the day itself. The contribution made from the air was an essential ingredient in which UK units played a highly significant role.

Engaged early in the planning phase, British personnel were at the heart of drawing together options and making decisions on how best to employ the hugely powerful array of capabilities at the Coalition Forces Air Component Commander’s disposal. Listening to the concerns and plans of regional commanders, a plan was developed to provide the optimal support to each region, whose needs were driven by geography, prevailing threats to security and many other factors.

### Gathering Intelligence in the Build Up

Prior to Election Day, the main effort was to provide ground commanders with a deep understanding of the environment, and the highly complex constellation of Intelligence, Surveillance and Reconnaissance assets were tasked

to soak up critical information that was then analysed and exploited to help develop the scheme of manoeuvre. For the UK, this meant RAF platforms such as the Reaper Remotely Piloted Aircraft (RPA), Tornado GR4, Sentinel R1 and Nimrod R1 aircraft, and RN Sea King Mk7 helicopters flying hundreds of hours collecting vital data. Between them, an exceptionally detailed pattern of life



on the ground was knitted together that allowed plans to evolve to meet specific concerns as they emerged.

In advance of 18 September, RAF C-130 Hercules provided crucial air lift support to deliver and distribute election material and independent electoral officials across many remote areas. This included the early delivery of sealed ballot boxes and voting papers destined for polling stations throughout the North and East of Afghanistan. To support the posture of Afghan and coalition ground forces, the C-130 continued to resupply essential stores by air despatch, dropping pallets to remote patrol bases that were difficult to reach by road. At the same time, in a well co-ordinated effort, Chinook and Merlin helicopters shuttled



ABOVE- It’s not always sunny in theatre! The venerable VC10s provide the backbone of air transport to and from the operational theatre, and tanking operations for NATO aircraft over Afghanistan.

# IN THE RAW

supplies and ground forces to support the security operation.

## Election Day

On the day itself, a surge of pre-planned activity launched to the skies to take up a sustained and pre-emptive posture from which it could anticipate and deal with incidents as they occurred. Sea King Mk 7, Sentinel and Nimrod R1s watched over great areas of geography and huge swaths of the electromagnetic spectrum focusing on areas of interest and watching for tell tale signs of risk to security, and reporting what they saw and heard immediately to those who needed the information on the ground, be it in a wadi or a headquarters.

In support of the hundreds of sorties over Afghanistan, VC10s also surged to meet the increase in



*LEFT- Tornado provides the combat capability for UK and NATO forces over Afghanistan.*

air tasking. One aircraft delivered 66,000 lbs of fuel to two US Navy F/A18 Super Hornets and two US Navy EA-6B Prowlers, while the second VC10 supplied 41,000 lbs of fuel to four more US Navy F/A18s. In all, the whole Coalition air tanker fleet offloaded an astonishing 5,000,000 lbs of fuel to air assets on 18 September alone.

Throughout the day, the RAF's Reaper RPAs maintained a constant armed vigil ready to react if all other measures to secure incidents failed. Providing commanders on the ground with an indispensable real time view of events through their onboard cameras and radar, they were also required to use lethal force on several occasions to ensure that the Afghan people could continue to vote.

Contributing to a wider pool of fast air, the Tornado GR4s provided vital close air support for Afghan and



*ABOVE- The C130 Hercules is the "packhorse" that keeps units supplied all over the theatre - as it has been doing all over the world since 1966.*

coalition forces on the ground. Fast Air was pivotal in assuring the rapid resolution of threats to the Afghan population, and the Afghan and coalition troops providing security on the ground. In anticipation of the increase in violence, the UK had deployed additional Tornado GR4 aircraft to supplement Number XIII Squadron based at Kandahar. The crews delivered a wide range of effects from 'Shows of Force', where a demonstration of intent is made by flying low to deter further enemy activity, to the delivery of air-to-ground weapons, all designed to apply the minimum amount of force to achieve the ground commanders' desired effect, with whom they had direct communication.

On the 18 September, RAF Tornado aircraft flew some 50 hours. Flt Lt Dan Shaw said, "This was a busy day for us. I was on task for 5 hours supporting Polish and American troops east of Kabul. In

all I completed 3 'Shows of Force' where I flew at about 100ft at 480knots, that worked and broke the contact by showing them we meant business. I always had the opportunity to escalate to direct fire, but throughout the day the Show of Force was sufficient to deter the enemy from further attack."

Although a significant step for the Afghan government, it was but one in a long journey. Nevertheless, in support of the Afghan National Security Forces who led the security operation, and alongside coalition partners of over 40 countries, the contribution from the air has been described by commanders in Afghanistan and elsewhere as 'an extraordinary' success. Clearly there remains much to do, but the Royal Air Force, alongside its sister Services, played a highly significant role in the mission to improve the livelihoods of the Afghanistan people throughout this key event.



*ABOVE - Without the RAF Chinook fleet mobility on the ground would be seriously impaired.*

# Air League – The Leading Edge

**The past few months have seen Leading Edge members take part in a number of interesting activities.**

The trip to RAF Valley was a great success and we are indebted to Air League member Flt Lt Phil Bird for hosting the 20 Leading Edge members who participated. As the busiest station in the RAF, there was certainly plenty for Leading Edge members to see and do. Being the training base for the combat pilots of the future, it was unsurprising that the two squadrons operating the BAe Hawk took centre

stage of the visit. Leading Edge members spent time talking to both 208 Sqn (advanced flying training) and 19 Sqn (tactical weapons training) personnel about their experiences. The new Hawk 128, the RAF's future advanced jet trainer proved to be a popular attraction with all Leading Edge members given the opportunity to look around the aircraft along with its august predecessor, the Hawk T1. Leading Edge members also had the opportunity to look around an often forgotten but extremely important training establishment; the Search and Rescue Training Unit, operating the Griffin HRA 2.

## Nick Marchment

Just a quick note to express my sincere thanks for the opportunity to visit RAF Valley.

I had an absolutely fantastic time, have bettered my knowledge on the flying training and operations conducted. Furthermore, it was a great chance to talk to the students and ask them questions about the training and advice for OASC. I feel I have benefitted greatly from the experience. (I even met one of the pilots previously 2 years ago in the Farnborough Centrifuge)

The simulator was brilliant; I flew low level, shot a power station, conducted aerobatics, dog fighting and carried out a few touch and go's!



ABOVE - Leading Edge visit to RAF Valley

The Engineering Taster Day was kindly hosted by Marshall Aerospace and the Imperial War Museum, Duxford. It provided Leading Edge members with a fascinating, behind the scenes look at some of the operations that take place at both organisations. The staff at Marshalls dedicated a great deal of time showing Leading Edge members around the facilities which cover all aspects of design, manufacture, maintenance, modification, conversion and logistic support of a number of different types of aircraft. The afternoon saw the Leading Edge members transfer to near-by Duxford, home to the Imperial War Museum's aviation collection. Members went behind the scenes to examine Duxford's aircraft conservation workshops allowing them to see first hand what is entailed in complex aircraft conservation tasks.

Finally, the Leading Edge will co-host an environmental awareness day at British Airways' headquarters near Heathrow. The day is a result of a commitment by the Leading Edge to raise awareness of the impact of aviation on the environment. Air League – Leading edge members are fully aware that, as tomorrow's aviation leaders, the need to balance the growth of aviation with the preservation of the environment rests firmly on their shoulders and is not a responsibility they can shirk.

This is just a brief snap shot of some of the events that Leading Edge members have had the opportunity to take part in and there are many more events in the planning. As always, if you'd like to play a more active part, do feel free to get in touch.



ABOVE - Leading Edge party at Marshall Aerospace

# What does the SDSR mean for UK Air Power?

## Some key points from the small-print:

- The UK will have no maritime fixed wing air capability for protecting sea lanes, long range monitoring of piracy and smuggling activities, oceanic Search-and-Rescue, protecting the nuclear deterrent, detecting and countering hostile submarine and surface movements.
- No replacement for the loss of the Nimrod 4's considerable Combat-ISTAR capability, including its potential use as a large ultra-long range attack platform for stand-off and precision weapons.
- After the Afghan deployment ends, all the newly-delivered Sentinel ASTOR ISTAR platforms will be withdrawn and only part-replaced in the surveillance role by additional unspecified remotely piloted aircraft.
- UK investment over a decade in planning new carriers as STOVL operating platforms, with Rolls-Royce lift-fan equipped F-35Bs, will be abandoned and sole operational 65,000 ton carrier will operate only 12-15 conventional F-35C aircraft, instead of the 40 for which the original ships were designed.
- Tornado GR4 numbers to consist of 5 squadrons, plus the OCU.
- C-130J fleet to be retired ten years earlier than planned, so the A400M fleet, which is not optimised for Special Forces duties, and is twice as big, will become the only transport type available for anticipated increased SF support ops.
- Future RAF combat aircraft strength will comprise only of enhanced multi-role Typhoons plus small number of F-35Cs.
- Confirmation that the RAF will replace two remaining Nimrod R1 SIGINT platforms (40 year old airframes) with two converted KC-135 Rivet Joint aircraft (50 year old airframes)!

## MEMBERS' NEWS

**Alexander Ball 2010 Engineering Scholarships placement at Eurocopter UK.** I am writing to thank you for being awarded the engineering scholarship. During my two weeks stay I received some excellent instruction and information, I was very well looked after by all involved. I very much enjoyed getting hands on experience in a working aerospace industry environment. Thank you for a brilliant opportunity that has given me valuable skills and improved my knowledge of helicopters, making me even more determined to carry on with my career in aerospace engineering.

**David Bray 2010 Sir Michael Cobham Flying Bursary:** I would like to thank The Air League for awarding me a flying bursary. I used it to complete the AOPA basic aerobatic certificate with Oxford Aviation Academy using their Zlin 242L aircraft. The flying was fantastic fun and highly educational, allowing me to build on a gliding aerobatics course I have previously completed. Due to this I was able to use some of the flight time to learn and perform much more advanced manoeuvres than I'd expected, such as rolling turns, inverted 360s and flick rolls. Once again, many thanks for selecting me for a bursary.

**Deacon Brown 2010 Marshall Aerospace (D G Marshall) Flying**

**Scholarship:** I would like to take this opportunity to thank you for the 12 hour Flying Scholarship which I was awarded by you. I have recently completed this Scholarship at Wycombe Air Centre and enjoyed every second of it. My flying instructor, Dan Tipney was extremely helpful and made my flying experience unforgettable. To add to this the ground staff were very efficient and informative.

Having been on the Air Cadet Pilot Scheme Flying Scholarship at Tayside Aviation located at Dundee Airport, I was able to use these 12 hours to complete an extra 2 hours solo time and to move on to more advanced techniques such as navigation.

I will continue to be a member of The Air League and hope you will always be able to award these fantastic scholarships to young aviators to allow them to experience the thrill of flight. Thanks again.

**Liam Cooper 2010 Marshall Aerospace (Sir Arthur Marshall) Flying Scholarship:** As I come to the end of my ALET Flying Scholarship, so kindly awarded by The Air League, I would like to convey my gratitude to you and your staff. I have thoroughly enjoyed my time at Wycombe Air Centre whose staff and instructors were most welcoming and friendly. A more pleasant reintroduction to

civilian aviation I could not have asked for. Thank you.

**Phil Cridge 2010 BAE Systems (John Cunningham) Flying Scholarship:** I write to express my thanks to The Air League and my sponsor for the opportunity you gave me. This scholarship allowed me to continue with the PPL syllabus and consolidate on what I already learnt. The instructors and staff at Tayside Aviation were fantastic, notably Marjan Bledowski, who flew with me in the second week and sent me on my solo flights.

I hope to apply to the Royal Air Force next year in pursuit of my dreams as a RAF Pilot. Once again thank you.

**Victoria Earl 2010 Andrew Humphrey Flying Scholarship:** I am writing to express my sincere gratitude to The Air League and Lady Humphrey for my Flying Scholarship.

I undertook the flying lessons at Wycombe Air Centre where everyone made me feel most welcome. I very much enjoyed the flying lessons whilst learning so much and the culmination of the training, my first solo flight was an experience I will never forget.

The scholarship provided an excellent start towards achieving  
*continues on page 8*

# MEMBERS' NEWS (continued)

my PPL. I would like to thank you again for giving me this opportunity which will enable me to embark on a career within the aviation industry.

## **Georgia Ehrmann 2010 The Red Arrows Trust Flying Scholarship:**

I am writing to thank you very much indeed for providing me with a Flying Scholarship. Over the course of my twelve hours I feel I have made significant progress towards my PPL. My second hour covered my exhilarating first solo, an immensely satisfying experience. The scholarship has allowed me to perfect my practised force landings, something particularly valuable I feel. It was delightful captaining a flight above the local area I know so well, and felt pleasure in practising my navigation skills by flying around local landmarks such as the majestic Waddesdon Manor. I would like to thank Wycombe Air Centre, who were incredibly friendly and helpful- in particular my instructor Daniel Tipney.

## **Alex Mazzoleni 2010 The Coachmakers Livery (Victor Gauntlett) Flying Scholarship:**

I recently completed my 12 hours of flying at South Warwickshire Flying School.

I would like to take the opportunity to thank the Air League and my sponsor for supplying me with the flying scholarship and thanks to all the staff at SWFS, I had a fantastic two weeks!

All of the staff were incredibly friendly and went out of their way to help which certainly went a long way! The 12 hours of flying have put me



*ABOVE - Daniel Simpson*

one step closer to my PPL. I would definitely like to return to SWFS in the future to continue my flying.

## **Rhianna Mills 2010 HQ Air Cadets (The Air Cadets Scarman) Flying Scholarship:**

I am writing to express my heart felt thanks for awarding me an Air League Scholarship. During the scholarship I met some fantastic people and made some amazing friends. I completed my scholarship at Wycombe Air Centre, as the instructors were truly inspirational and supportive. Surprisingly to myself I completed my solo early, leaving me enough time and a few extra hours to reflect on my future ambitions and determination to gain a career and life in aviation.

I cannot express enough as to how grateful I am that you gave me this opportunity of a lifetime. A truly unforgettable life changing experience.

## **Daniel Simpson 2010 Swire Charitable Trust Flying Scholarship:**

I am writing this in order that my thanks can be passed on to all at The Air League.

I completed a scholarship at South Warwickshire Flying School. Before I started the ten days I enjoyed flying as a hobby. Since completing the two weeks I want flying to be my career.

I managed to get accustomed to the Cessna 152 in the first week and fly solo early in the second week. This left the last four and a half hours to complete navigation over Wales, do some more solo circuits and progress further with the course. I completed an extra half hour at the end of the week, but decided not to stay on and complete the course at this moment in time. This is due to being mainly to being advised to continue onto the full PPL rather than the NPPL by many over the ten days. I hope to have achieved this by this time next summer. I am particularly grateful to Swire Charitable trust for providing me the scholarship. Thank you once again.

### **New Members**

**Full Members:** Mr M Creed, Col J Goodsir, Mr E Leigh, Mr D Marshall, Mr R Viner

**Student Members:** Mr J Beech, Mr K English, Mr A Johnstone, Miss S Lucas, Mr L O'Brien, Miss T Quigley, Mr B Shaw, Mr S L Smith, Mr M Titman

### **Diary Reminders**

- 19 November: 'The Future of Aviation' forum and 'Aviation and the Environment' discussion at Waterside Theatre
- 23 November: Andrew Humphrey Memorial Lecture at 4 Hamilton Place
- 1 December: Council Meeting

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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