



# The Air League Newsletter

Issue 1: January/February 2008

## Celebrating and Campaigning 2008



ABOVE – British Airways is looking forward to moving soon from Terminal 4 (above) to the new Terminal 5 at Heathrow

**T**he New Year brings hope that the cause of British aviation will be celebrated in some style as 2008 will see the anniversaries of several important aeronautical events - the 100<sup>th</sup> anniversary of powered flight, the 90<sup>th</sup> anniversary of the Royal Air Force and the 60<sup>th</sup> anniversary of the Farnborough air show. 2008 will also see the official opening of Heathrow's Terminal 5, bringing at long last a worthy facility for the millions of passengers who use the world's busiest international airport.

With Britain's armed forces suffering from an effective halving in defence spending (as a proportion of GDP) since the end of the Cold War, the hope must be that the critical mass of operational units, that enables a balanced defence capability to be maintained, has bottomed out, and a more rational re-building of force levels can be contemplated.

National awareness of serious shortcomings in current defence policy, following a flood of negative news reports, leaked correspondence and public inquiries, is growing and will have to be addressed at a political level or there could be far-reaching implications for national security and the country's international standing. If the recent call from former defence chiefs for a reversal of defence cuts is ignored by the government the consequences are likely to emerge sooner rather than later. In recent times policy change has often come reluctantly, following disasters of one kind or another, and subsequent media and public pressure. In this context it is likely that 2008 will see growing public support for the services and a new momentum in favour of increased defence spending.

The Air League will continue to campaign in support of British

aviation interests. This includes lobbying for strengthened UK air power, more airport and runway capacity to cater for civil air traffic growth, support for new aerospace programmes where UK industry is still world class, and to support our airline and general aviation sectors, and the education and encouragement of the next generation of pilots and engineers. It will provide a vital platform for informed debate on all these matters, including such topical issues as the environmental impact of aviation. Stay aboard for an interesting ride!

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# The 2007 Andrew Humphrey Memorial Lecture

## THE FUTURE OF FLYING

**The Air League's 2007 Andrew Humphrey Memorial Lecture took place at the Royal Aeronautical Society in London, and was well-attended by members and their guests. The evening's invited speaker was Willie Walsh, Chief Executive of British Airways plc.**

In his introduction, Mr Walsh explained that although the title of his speech suggested a broad canvas, he wanted to speak about the two long-term challenges facing the airline business as a whole – the need for industry consolidation and aviation's impact on climate change. He also wanted to talk about nearer term issues facing British Airways: the imminent arrival of a transatlantic "Open Skies" agreement, the opening of Terminal 5, the ordering of a new long haul aircraft fleet, and issues of runway capacity at Heathrow.

Starting with the subject of industry consolidation, Mr Walsh pointed out that flying is a high profile business, with 200 million passengers entering or leaving the UK each year. Worldwide the total is over two billion. In the UK the industry generates half a million jobs and according to IATA aviation's economic impact is equivalent to 8% of world GDP. The airline business, he said, is a vital element of the world's economic infrastructure, yet worldwide it does not make money. Some airlines, including British Airways, are exceptions to this rule, but looking at the world's 300 carriers in aggregate there is a chronic difficulty in the marketplace. Again, using IATA statistics, he said, in the last six years, the industry worldwide has racked up losses of over \$41 billion. Over the last three years, while passenger traffic grew by between 25 and 30%, the global airlines still lost \$10 billion. So why are operating margins only 2-3% of sales? He told his audience, "The simple answer is that in large areas of the aviation industry, normal market forces do not operate."

In Europe, the EU's deregulation in the mid-1990s transformed both supply and demand and showed just how artificial the old regime had been, he said. Deregulation led to new operators, new markets, massive competition, lower fares, greater efficiency and "a bonanza for customers". Some airlines couldn't cope and have disappeared.

But flying in the rest of the world is still very different. Air routes are highly restricted with different governments laying down strict limits on who can fly where, how often, and in some cases even at what price. Globally there are some 3,000 such treaties, almost all of which stipulate that an airline operating a specific route must be majority owned by nationals of the country in which the airline is based. He said that at BA they were not allowed to fly where they wanted to and even setting up a subsidiary in one of the countries concerned would be deemed illegal if "effective control" were deemed to be outside that country. These treaties date back to the 1940s when post-war conditions made them more appropriate and safety and national security required strong regulation. But then there were only 9 million passengers a year worldwide. Today the industry is mature with 38 million passengers a week flying, and underpinning the global economy. The continuation of these restrictions, he said, meant that inefficiency continued. There was too much state ownership and interference and too much subsidy. Nowhere was this more evident, he said, than in the USA, supposedly the home of free-market capitalism. In

the four years following 9/11, America's airlines soaked up nearly \$20 billion in subsidies and loan guarantees. "The Chapter 11 bankruptcy procedures have become a rest-home for failed airlines. Over the last five years, this has allowed four of the US majors to take extended holidays from financial reality." He said. "They have re-emerged, having been allowed to convert much of their crippling debt into equity and dump a large proportion of their pension liabilities on the Federal government. This is a gross distortion of true competition."

Mr Walsh told his audience that the global structure of the industry should be more efficient and not feather-bedded, and should be determined by the needs of the travelling public, who are not interested in who owns airlines - they want safe, secure airlines flying where they want to go at a price they want to pay. Of course governments should lay down rules to guarantee the highest levels of safety and security, but they don't need to run airlines or turn to them to bail them out of trouble. "Surely, the lesson of the last 25 years of economic history is that these issues are best resolved

*continued on page 6*



ABOVE - Willy Walsh (r) at the Andrew Humphrey Memorial Lecture with (l-r) Michael Marshall, President, Christopher Foyle, Chairman, and Lady Humphrey.

## BRAVERY vs INACTION

**I**t is easy to understand why the relatives of the growing list of British service victims of the wars in Iraq and Afghanistan feel so angry. Time after time those politicians at the top of the decision-making process, and who are ultimately responsible for what happens on their watch, wring their hands, wriggle uncomfortably, and promise to hold more inquiries so that mistakes won't be repeated. Sometimes they even apologise. But do they learn from their mistakes? It would seem they don't, for as each month progresses so the list of failures grows. At a time when it is clear that most of the problems arising within the defence community result from endless cost-cutting and hopelessly over-extended demands on the services, the government machine just ploughs on, seemingly oblivious to the deep damage that is being caused to the very fabric of national defence capability. One might have thought that after so much attention had been drawn to current shortcomings, there would be a major revision upwards in defence spending, especially as there is no sign that warfighting commitments are going to be cut. So what has happened in Whitehall to take into consideration all the evidence from serving officers, industry leaders and even former defence chiefs that more money must be found? Incredibly, the answer seems to be "no change".

The impact of the ongoing spending squeeze is reflected in daily headlines describing incidents where service personnel are struggling to cope, are leaving in their thousands (not hundreds) and front line force levels in all three services are seriously undermanned and under-equipped. For several years MOD and ministers have adopted a firm stance of denial where overstretch is concerned, but it is only after specific high-profile examples have

been leaked to the media, or revealed through official inquiries and inquests, that ministers have started to admit that there are problem areas to be addressed. The problem would appear to be in the Treasury, and closer to No 10, in the form of shadowy advisers who are believed to have little or no sympathy for the defence community. The abolition of DESO, the defence export organization, was an early, and easy, victim. Its removal was seen by some as an opportunity for the government to distance itself from the arms trade and this "success" has emboldened those who might regard the drastic downsizing of Britain's armed forces as no bad thing. Not helping counter the pressure for continuing cuts is an unimpressive line up of junior defence ministers who only seem to appear before the media in a damage-limitation role, and a part-time Defence Secretary who is a member of a Cabinet that is totally bereft of defence experience. The mysterious and speedy departure of Lord Drayson, the much respected former Defence Procurement minister, might be seen as being entirely logical if the above scenario is correct.

The Treasury-led defence squeeze has certainly kept the defence chiefs on their toes, as they have courageously struggled to make the most of what they have been given. Their achievements in improving efficiency and front-line availability have been astonishing and through the toil and tears have come innovative solutions, including a new closer relationship with industry. This has all been positive, and has led to the UK armed forces becoming the leanest and most cost-effective on the planet. And as we read every day in the newspapers, the bravery of our individual servicemen and women, often in the most challenging operational conditions, is second to none. But all this progress could be undermined by the crisis that is unfolding. All three services are very seriously undermanned, and highly experienced uniformed

personnel are so heavily overworked they are streaming out of the camp gates to civilian life. Their families have had enough. The younger ones, who quite enjoy the prospect of action are not so much of a problem, but years of unrelenting pressure is destroying the morale of those career servicemen and women who cannot be replaced by new recruits. This is opening up great voids in key areas of expertise and means that it will soon be difficult to sustain even the present reduced force levels.

Ministers make constant reference to new programmes as if things are going to be all right in the years ahead. But here again there is enormous cause for concern, with huge wastage in some areas (eg MOD's new IT system) and inaction in others. Having supposedly established a long-term defence strategy and the programmes to support it, even some of the most important are now under threat. The RAF needs to retain a balanced force for future contingencies yet is having to disband vital front-line squadrons to pay for future assets. The Jaguars and many Tornado squadrons have gone, now even the Harriers may be threatened, along with reductions in the size of the future Typhoon and JSF fleets. To make any sense of the aircraft carrier policy it is essential to have enough aircraft to embark on the carriers, and numbers are creeping down. Four years after selection of the Air Tanker team's proposals to replace the RAF's existing worn-out fleet, there is still no order for A330s! The situation in Iraq and Afghanistan has forced through some purchases under UOR rules (eg Merlin HC3As and Reaper), but even this method of emergency funding is now under Treasury threat for it to be clawed back later, meaning something else will have to go. Much is made by ministers of the bravery of our service people, but a major public campaign is urgently needed to force ministers to increase defence funding while we still have services to defend us.

# LINCOLN'S INN BANQUET CELEBRATES

**T**he 60<sup>th</sup> Anniversary of the United States Air Force might seem an unusual theme for this year's fundraising banquet at Lincoln's Inn. However, when put into the context that our own Royal Air Force personnel regularly operate alongside, and are often embedded into, the USAF command, it is not just a celebration of USAF achievements but also the importance of the relationship between the USAF and RAF.



*ABOVE – Marshal of the Royal Air Force Sir Michael Beetham and Dr Michael Fopp arriving for the banquet.*



*ABOVE – Companion Marshal of the Royal Air Force the Lord Craig arriving at Lincoln's Inn*

Members should also reflect on the reasons for holding fundraising banquets. The League supports and raises key issues that are important to UK aviation and our armed forces. The banquet provided just such an opportunity, bringing together General T Michael Moseley, USAF Chief of Staff, and Air Chief Marshal Sir Glenn Torpy our own Chief of the Air Staff and many other senior and distinguished guests to celebrate the achievements of the USAF. Moreover the Banquet was also a tribute to the close rapport of the airmen of both countries as daily they face peril in a time of conflict in Iraq, Afghanistan

and tension around the world. Christopher Foyle, The Air League Chairman, in his speech stated that 'it is beholden on our governments to make wise decisions and ensure that these brave men and women are properly supported in the field and upon their return home', a sentiment which resonated with the guests, including senior representatives of the US Armed Forces, the UK Armed Forces, Government Ministers, diplomats and senior industrialists and dignitaries.

The annual fundraising banquet also raises the profile of the League and a successful event reflects well on the organisation. The evening was indeed successful and we recruited new members. The event varied slightly to those we have held in recent years by being more an industry dinner and the decision was taken not to hold an auction. We did, however, have a raffle for two business class return tickets to New York kindly donated by Silverjet. The revenue generated from this and the table sales raised a grand total of £14,000, which will be used to support the work of the League and Air League Educational Trust.

Once General Moseley had accepted the invitation to attend the Banquet, the USAF military machine wound up and the evening was enhanced by the



*ABOVE – Air Chief Marshal Sir Glenn and Lady Torpy talking to air cadets as they arrive for the banquet.*

# THE 60<sup>TH</sup> ANNIVERSARY OF THE USAF

presence of a USAF rock band from Ramstein, Germany and a film crew and photographers from Lakenheath.

Undertaking and ensuring the success of such an event does require sponsors and backers and we are most grateful to Chemring PLC for its support and to Newsdesk Media Group whose company facilitated the event for us and produced the publication entitled 'The USAF at 60' that was given to all guests on the night as well as being sent to all members. Subsequently the book has been circulated to a wider international



*ABOVE – Air League members enjoying the evening.*



*ABOVE – Air League Chairman Christopher Foyle talking to General Moseley.*

*BELOW – Air League Chairman Christopher Foyle speaking after dinner.*



military and industrial audience to further promote the League.

The occasion was a great success and clearly both air force chiefs appreciated the event and echoed in their speeches the significance of their respective air forces working relationship and often shared history, along with their thanks to The Air League for its continued support of important causes and for the organisation

of the banquet that filled Lincoln's Inn Great Hall to capacity.

In the coming months the League will be campaigning actively to raise awareness of the crucial role that air capability plays in safeguarding the interests of our nation. The commitment and spirit evidenced by the air force officers present at the event was a timely reminder of the importance of this cause.



*ABOVE – General Moseley speaking after dinner.*

## Andrew Humphrey Memorial Lecture *(continued from Page 2)*

by markets.” He said. “How do we achieve more competition? Policy-makers must accept that the economic prosperity of their citizens is far more dependent on the range and quality of air links available to them than the short-term survival of the local flag carrier.”

Turning to the recent EU-US Open Skies agreement Mr Walsh painted a somewhat pessimistic picture. “It gave the Americans almost everything they wanted - access to Heathrow airport and the EU domestic market, and the right to pick up passengers in Europe and fly them on lucrative routes to the Middle East, Asia and Africa. In return, the US yielded no meaningful concessions whatsoever- no access for EU carriers to the US market. No significant rights for EU carriers to fly on beyond the US, and no hint of movement on the most crucial issue of all - allowing overseas companies to take controlling stakes in US carriers.” He added, “The agreement was extremely disappointing.” He said the only concession, inserted at almost the last minute, was the right for EU States to terminate the agreement if by 2010 there was no further move in the US to make progress towards equal traffic rights and a removal of ownership restrictions. He said British Airways would monitor this closely. He added, “We will also see whether a new administration in Washington after 2008, and perhaps a stronger US airline industry, will bring a change in the US negotiating position.” He said that in the meantime his airline has already lodged a formal application with the US authorities to fly from anywhere in the EU to anywhere in the USA. British Airways was also looking at launching a new service from the USA to major business centres in continental Europe. This would use Boeing 757s and 767s to fly to such destinations as Paris, Frankfurt, Amsterdam, Brussels and Milan. This would be a radical move for the airline and would be an opportunity worth exploiting to build on existing market experience. Other moves would be increased frequencies on selected UK-US routes, taking the total number of daily flights to 41 to 18 US destinations.

After describing the recent orders for new long-haul airliners, the Airbus A380, and Boeing 787, he said that a fundamental factor in their selection had been their environmental performance. They

will contribute significantly to the target of improving fuel efficiency by 25% between 2005 and 2025. In terms of CO<sub>2</sub> emissions per seat the A380 will be 17% cleaner and the Boeing 787 will be 30% cleaner than the aircraft they replace, and both aircraft are much quieter.

Mr Walsh then turned to the problems at Heathrow, an airport whose terminals were currently handling 50% more passengers than they were designed for. Because there was no spare runway capacity, passengers often have to endure long delays before take off, even after they have had to deal with congestion and long waits to get through security checks. Terminal 5, from 27 March, would be an outstanding new facility offering the highest passenger standards - the airline had invested £60 million in the lounge complex alone. But Heathrow’s biggest challenge was runway capacity - or a lack of it. British Airways backs the government’s proposals to allow full utilisation of the existing two runways and also plans for a third, short, runway. These measures would reduce typical peak delays from an average of 25 minutes to 10 minutes. Ending the familiar queuing on taxiways and stacking before landing would reduce Heathrow’s CO<sub>2</sub> emissions by 500,000 tonnes a year. This was needed to remain competitive with Europe’s leading airports. He said more runway capacity at Heathrow would be excellent news for the whole of UK business.

### **The Environment**

Turning to the environment, Mr Walsh pointed out that the airline had taken climate change seriously for a long time and a decade ago had become the first to set a target for improving fuel efficiency. Since then it had also cut carbon dioxide emissions by more than 60 million tonnes. He said British Airways was the only airline in the world to have actual experience of emissions trading through participation in the UK’s voluntary scheme since its inception in 2002. He said, “Emissions trading will help us bridge the gap until more fundamental advances can be made. That is why it is vital we bring a viable, effective scheme into operation as quickly as possible.” As well as advances in fuel technology, he said there are also other ways in which aviation can mitigate its impact on global warming.

For example, he would like to see the EU make much faster progress in rationalising Europe’s airspace. With more direct, efficient routings, aircraft CO<sub>2</sub> output could be cut by about 12%. He added “I am an optimist. I simply do not buy the argument that the prospect of climate change means that the future for flying is one of curtailment and decline. That is why I reject the claims that expansion at Heathrow should be opposed because, theoretically, it might lead to a modest increase in carbon emissions. Global warming is global and not a problem exclusive to one country, or one industry, or one airport.”

Mr Walsh then made an appeal for critics to look at the facts. According to the Stern Report on climate change, worldwide aviation currently produces 1.6% of greenhouse gas emissions - less than one sixth of road transport. Even if aviation did nothing to clean up its operations, its share would reach no more than 5% by 2050. That 5% figure takes full account of likely growth over the next four decades and the potential (unproven) additional warming effects of emissions at altitude. He said, “Anyone who thinks we can solve global warming just by crippling aviation is deluding themselves. If the entire UK aviation industry closed down tomorrow, you would reduce global CO<sub>2</sub> emissions by only 0.1%, and Heathrow itself produces a fraction of that - and a third runway an even smaller fraction of that”. He suggested that by the time a third Heathrow runway might be ready, aviation would have achieved emissions reductions that would easily outweigh any increase generated by that extra runway.

Power generation accounts for 24% of global CO<sub>2</sub> emissions, and deforestation another 18%. These areas offer incomparably greater potential for emissions reductions he said. He concluded his lecture by stating that his belief was that there is no contradiction between tackling climate change and pursuing economic growth. The two objectives to address in the future were profitable, efficient growth at Heathrow and elsewhere in the industry where market forces are allowed free play, and full payment of the industry’s environmental costs through international systems of emissions trading. This, he said, is the future for flying, adding, “I intend to play a full part in it.”

# NEWS spotlight

- The government's part-time Defence Secretary, Des Brown, was forced into a humiliating apology to the families of the victims of the crash of Nimrod XV230 following publication of the report of the official investigation into the incident. The report indicated a series of failures within MOD to take action over a long period of time, following widespread evidence that the ageing Nimrod fleet was suffering from fuel leak problems and in need of major rectification work to make the type safer and less prone to fire. A catastrophic fire did take place aboard XV230 in September 2006 immediately after an air-to-air refuelling operation over Afghanistan and 14 British servicemen lost their lives as the aircraft blew up in the air. The report found that there had been a fourfold increase in Nimrod fuel leak incidents between 1983 and 2006 and there was serious concern over the maintenance checks on vital fuel seals. The report indicated the most likely cause of the explosion was a fuel leak possibly ignited by proximity to extremely hot air pipes in the aircraft cooling system. Previous reports from BAE Systems suggesting the fitting of extra fire detectors and suppressing measures were ignored, as were calls to investigate possible fuel overflows following air refuelling. Even a request from the RAF to MOD to install a fuel leak warning system, following an incident in November 2004, was not acted upon. The Board could find no formal record explaining why the seal manufacturer's recommendations for examination every five years had not been complied with. The RAF Nimrods are carrying out an essential surveillance role over Iraq and Afghanistan. Lack of sufficient alternative assets in operational areas has meant that Nimrods have been working far more hours operationally than envisaged. The size of the fleet has shrunk dramatically over the last decade and the surviving aircraft are effectively worn out due to flying missions around the clock, seven days a week. There were supposed to be 21 upgraded MRA4 Nimrods replacing the MR2s, when the go-ahead for this programme was given in the mid 1990s, with a projected in-service date of 2001. They are now ten years behind schedule and no more than 12 will be converted, and possibly as few as nine placed into service as the funding to bring the three development aircraft up to full operational capability is now in some doubt. Mr Browne said that there would be a follow up inquiry under an independent QC to look into the responsibility for the Nimrod crash.
- The RAF has ordered its sixth Boeing C-17. The growing pace of military transport workload has made these heavy-lift air assets absolutely invaluable in supporting British units operating in Iraq, the Gulf and Afghanistan.
- Former RAF Canberra PR9 Squadron, No 39, has returned to operational flying, equipped with the new General Atomics Predator B, or "Reaper". This UCAV has been bought under an Urgent Operational Requirement for additional battlefield surveillance, and has great endurance as well as the ability to carry weapons such as the Hellfire missile and precision-guided bombs. It will have a useful "quick reaction" ability to provide an unannounced precision surgical strike when suitable high-priority targets emerge during routine air patrols.
- Airbus has warned that the increasing disparity between the value of the US dollar and the Euro is likely to result in a major shift in production work out of Europe and into the USA and dollar area low-cost countries. Airbus has a record number of aircraft on order but as they are all sold in dollars, parent company EADS is battling to make its manufacturing activities profitable.
- Eurofighter has signed the contractual documents with its shareholder BAE Systems for the supply of 72 Eurofighter Typhoon aircraft to the Kingdom of Saudi Arabia. Eurofighter will manage their element of the production and support of the aircraft under a contract from BAE Systems, who will act as the Industrial Prime Contractor on this Government to Government Contract. Six nations have now ordered a total of 707 Typhoon aircraft: Germany 180; Italy 121; Spain 87; United Kingdom 232; Austria 15 and Kingdom of Saudi Arabia 72. To date, 137 Series Production Aircraft, including six Instrumented Production Aircraft operated by industry, have been delivered to the customer nations: 48 Royal Air Force, 37 German Air Force, 26 Italian Air Force, 18 Spanish Air Force and 2 to Austria. The in-service Eurofighter Typhoon fleets have accumulated more than 28,000 flying hours since introduction into the Air Forces early in 2004, while the industrial test fleet has logged over 5,500 flying hours. 30 Tranche 2 aircraft are already in final assembly. Avionics and engine testing has already started for Type Acceptance of Block 8, to be achieved in Spring 2008, with deliveries scheduled to begin in the Summer.

## Air League Educational Trust

### 2008 Scholarship and Bursary Competitions

**T**he 2008 flying scholarship competition opened on 1 November and will close on 31 January 2008. The other competitions opened on 1 December and will close on 29 February 2008. It is anticipated that some 100 awards will be made available in 2008.

Please visit: [www.airleague.co.uk](http://www.airleague.co.uk) to download an application form/conditions for all competitions and to join **The Air League** "online"

OR to request information

**email:** [scholarships@airleague.co.uk](mailto:scholarships@airleague.co.uk)

**write to:** Secretary, Air League Educational Trust, Broadway House, Tothill Street, London SW1H 9NS

**phone:** (020) 7222-8463

**FAX:** (020) 7222-8462

# MEMBERS' NEWS

## Member Benefit

The IWM, Duxford is offering reduced entry fees for Student and Intermediate Members and Full members under the age of 26. Show your Membership Card to benefit from the reduced entry price of £8.50 (normally £14.50).

**Ben Darrington (Rhodes-Moorhouse VC Flying Scholarship 2007)** thanks the League for the award. As an engineering student, Ben found the course a brilliant opportunity, providing not just an understanding of flight but an insight into aviation here in the UK. He will be looking for more aviation opportunities especially in the field of control avionics. He will definitely continue to complete a PPL as he believes that even though he cannot become a commercial pilot, a practical knowledge of aviation will help with his future career.

**Thomas Griffin (Buckland Memorial Flying Bursary 2007)** thanks the League and his sponsor for the generous bursary. With the help of the award he was able to complete his CPL(A) training at Old Sarum and pass the flying test at the first attempt. He will forever be grateful for the wonderful opportunity that the bursary has given him in completing this expensive flying qualification. It has brought him closer

to being able to gain an FI rating and fulfil his goal of instructing pilots.

**Rowena Hay (Red Arrows Flying Bursary 2007)** wrote to say she had completed her IMC course and thanked the League for the bursary. She really enjoyed furthering her training, working through the course which provided a good insight into what is involved in an Instrument Rating. The completion of this course will be of great assistance, taking into account the unpredictability of the weather, which was particularly poor last summer. A fair amount of the training as well as the test itself were flown in actual IMC conditions, which was a great experience. She is now looking forward to flying further afield to build up her hours and experience.

**Philip Murphy (Shell Aircraft Flying Scholarship 2007)** wrote to thank the League and Shell Aircraft for his scholarship, which he completed with the Wycombe Air Centre. He found the experience lived up to all his expectations and confirmed his long held ambition to

become a pilot. It has made a significant contribution towards gaining his NPPL, something he hopes to do so as soon as he can accrue the necessary flying hours.

**William Spence (The MacRobert Trust Flying Scholarship 2007)** sincerely thanks the League for the award of his scholarship. He used the hours to develop of his navigation skills and sat and passed all 7 ground exams, the RT practical exam, General Handling Practical Assessment and also, most importantly, his navigation practical exam. He has now completed the NPPL syllabus and awaits his licence. He greatly appreciates being given such an opportunity, which he could not have achieved financially on his own.

**Nicola Jane Clark (Battle of Britain Fighter Association Flying Scholarship 2007)** thanks the League for her scholarship. She had a marvellous six days at South Warwickshire Flying School, where she furthered her flying capabilities and completed 3 hours solo flying and 9 hours dual flying all of which she thoroughly enjoyed. It has fuelled her wish to complete her PPL and to continue her love for flying.



ABOVE – Josh Hurley flew his cross-country Gliding Scholarship at Lasham in the summer. He found the course a fascinating learning experience and it has changed the way he sees gliding. It inspired him to compete and he has since completed his Bronze and started his cross-country endorsement.

BELOW - 2008 marks the Centenary of British powered flight and at Farnborough, where S F Cody first took the Union Flag aloft in a British-built flying machine, British Army Aeroplane No 1A, the FAST Cody Flyer Project is well underway just a few yards from where the original first flight was made. This 52ft span non-flying replica will be a feature at Farnborough International in July, an event which also marks the 60<sup>th</sup> anniversary of the first SBAC Farnborough air show.



### New Members

**ATC Squadrons:** 2284 (Dunblane) Squadron ATC.

**Corporate Members:** Avocet Insurance Consultants, The British Disabled Flying Association, Chemring Group plc and Oxford Aviation Services Ltd.

**Full Members:** Miss V Bailey, Mr M Bruce, Mr C R Campbell, Mr J Fowkes, Mr N Griffiths, Mr N Hazelhurst, Dr G Hunt and Ms S Humpleby.

**Student Members:** Mr B J Blackledge, Miss S Buttery, Mr E Carty, Mr J Coolican, Mr P Cottrell, Mr L Dale, Miss L A Dawson, Mr J Dowell, Mr T R Fell, Mr M J Gatfield, Miss J Harris, Miss A G Hockey, Mr S W Huish, Mr S Legg, Mr S Lyman, Mr N Malalasekera, Mr D Patel, Mr H Poria, Mr J Shanthakumaran and Mr F Tapner.

### Diary Reminders

4 June 2008 Annual Reception  
(details will be announced in the New Year)

12 June 2008 Annual General Meeting 4pm RAF Club

30 August 2008 Young Members Flying/Gliding, Bicester

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.

## THE AIR LEAGUE

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