



# The Air League Newsletter

Issue 4: July/August 2008



ABOVE - The new A400M is rolled out at Seville on 26 June.

**T**he long-awaited European response to the US-built C130J and C-17 finally emerged under a clear blue Andalusian sky on 26 June, when the first development A400M aircraft was rolled out by Airbus Military, an EADS company, before an international audience of industrialists, military customers and the media.

The A400M is one of the largest and most important current aircraft programmes in Europe, and aims at providing a 21<sup>st</sup> Century military air transport solution, with a design that incorporates the latest digital technology from Airbus in an airframe that sits in size between the familiar C-130 and the much larger C-17. Airbus Military states that the A400M will be able to carry its payload into tactical airstrips, like a C-130, but carrying twice as much and where a C-17 will be too heavy to operate. With a high cruising speed, strategic range and an ability to use tactical airstrips, the A400M will be able to off-load a considerable amount of cargo and will also be able to carry helicopters with minimum disassembly, and a large

range of heavy ground equipment, including engineering vehicles such as cranes and bulldozers, which are so essential when taking part in emergency relief operations.

The massive Europrop International TP400-D6 engines, with their huge eight-bladed, highly swept composite blades, give the aircraft a very distinctive appearance on the ground. The first ground runs of the flying test-bed engine started at Marshall Aerospace at Cambridge in June, and 50 flight hours aboard the specially converted C-130K must be achieved before the A400M can make its first flight. This was supposed to be taking place "this summer" but senior Airbus officials at the roll-out ceremony in Spain conceded that this milestone was now more likely to occur in September or October. The development of the new turboprop engine (the largest ever produced in the West) still has a long way to go as it must be fully integrated into a very digital aircraft and is regarded almost universally within the Airbus community as the highest risk element in the programme. Airbus management has already had to

grapple with several major delays to the A400M and associated cost growth, and there is little room within a tight international budget for further serious development problems. The French Air Force is now due to take the first deliveries in mid 2010, with the RAF following at the end of that year and into 2011, with the first seven aircraft achieving operational status at the end of 2011, two years later than originally planned. This timescale assumes that there will be no further delays, but if there are, the RAF could suffer a severe shortage of tactical air lift as the last few C-130Ks are now due to be retired in 2012, £41 million having been spent on life-extending some of them in anticipation of late A400M deliveries.

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## ASSOCIATE PARLIAMENTARY AEROSPACE GROUP

### OFFICERS:

Chairman: Mr David Borrow MP  
Vice Chairmen: Mr Gerald Howarth MP and Mr Lembit Opik MP  
Secretary: Mr Bob Laxton MP

# The Value of the UK Aerospace Industry

**O**n 2 June Members of Parliament, Members of The Air League and their guests attended a meeting of the Associate Parliamentary Aerospace Group in the House of Commons. The main guest speakers were Mr Ian Godden, Chief Executive of the Society of British Aerospace Companies (SBAC), and Mr Trevor Sidebottom, Managing Director of Farnborough International, who opened the session by outlining the importance of the forthcoming 2008 Farnborough International air show.

He told the audience that Farnborough International has continued to develop ever since the UK's national trade association, the SBAC, first set up an exhibition in 1948 at the site as a showcase for British aviation products. At that time it was a purely national show but in the 60 years that have passed, and which are to be celebrated this year, the UK aerospace industry has transformed out of all recognition, and the show is now a fully international event with exhibitors from all over the world, from the USA to China. This year also marks the Centenary of powered flight in the UK. The show will contain a replica of the Cody Flyer, the first British aeroplane to make a powered, controlled and sustained flight, alongside other pioneering historic aircraft from Britain, France and the USA. There will also be a flying display of classic British aeroplanes, including many that appeared at that first air show in 1948. Quite apart from this nostalgia, there will of course be examples of the latest military and civil products from manufacturers from around the world and the acres of covered exhibition halls will show just about every aspect of aerospace equipment from engines to avionics and other specialist systems.

Exhibitor numbers are up 5% this year and there will be 1,500 company stands and chalets, representing all the major global aerospace and defence companies with associated smaller suppliers. He said that over 950 exhibitors were from overseas. Apart from exhibition stands and chalets there were 29 individual pavilions and stands provided by 11 regional trade associations. The 2008 show has attracted a big increase in participation by Russian companies, and the Chinese contingent has trebled since the last show in 2006. The new FIVE building would provide 3,500 sq metres of extra exhibition space and would be available for the whole year, thus encouraging greater use of the site facilities in between air shows.

Amongst the special events during the air show would be a special Youth Day, which was intended to continue the efforts of the industry to encourage young people into the sector as a career, and the show would host the International Youth Rocketry Final, a competition in which rockets must achieve fixed targets for achievement.

### **An aviation economy**

Having heard of the main highlights of the air show, Ian Godden then provided his audience with an update on the state of the UK aerospace sector. He said that 1.5% of the UK economy was involved one way or another with aerospace, providing 0.5% of Gross Domestic Product. This might not sound much, but in fact it employed 280,000 people - 180,000 in aerospace manufacturing, 100,000 in civil aviation and 500,000 altogether in the supply chain. Some 7,000 different companies were engaged in the supply chain, of which 3,000 were regarded as significant in size. Adding the wider supply chain involvement and

civil aviation, the total proportion of GDP rose to 1.1% across the sector, he said.

Mr Godden said that we were part of an oil economy, but did the public recognise the UK as an aviation economy? If this is true, he suggested, then do we have sufficient leadership and innovative skills to sustain that position? Looking first at the size of the UK aerospace sector he said that we require aviation for business in the modern world. He said we once had it, but have subsequently lost it as a prime supplier. Are we innovative? Yes, he said, and pointed out that with a 17% share of the global aerospace/aviation market we were still a very important contributor, and in fact the second largest aviation economy after the USA.

Looking next at the impact of our aerospace sector on defence, he stressed the importance of remaining a leading world player as we could not afford to become completely dependent on others for all our defence needs. He said the UK must invest if it is to remain competitive and a leader. Traditional aircraft production was running down and he said we must look at this so as not to lose our future capability. Autonomous systems, for future unmanned air vehicles was a very important area for investment and good work was underway in this area but it needed continuing government support. Much current effort was concerned with upgrades to existing military aircraft, rather than new aircraft, and our national helicopter capability could be at risk if we fail to support new designs in production. Short-termism in defence priorities was putting this capability in particular at risk, he said. He also pointed out the importance of having products as well as services to offer in the export business. "We seem to have lost our appetite for defence exports," he said, "and politically we're in a twist - we need defence exports". No doubt this was a reference to the government's hasty decision last year to abolish the MOD's DESO organisation, only to re-invent it this year as the UK Trade and Investment Defence & Security Organisation!

### **Civil prospects**

In civil aviation Mr Godden said our air transport infrastructure was failing badly. The UK was highly innovative in providing airline services, from the established BA to competitive world-class airlines such as Virgin Atlantic and bmi, and regional and low-cost airlines. He said we must have adequate air infrastructure at our airports and in the air or we will lose out in Europe to our rivals who are already taking away much traffic.

Turning to civil aircraft programmes, he said that UK companies had a high commitment to a new generation of aircraft but much of this was legacy-led and we must look how to maintain the 17% share of the market we have built up over time. He said that the UK must get onto new programmes to survive and thrive and should encourage open access to new programmes on a global scale, because that was where the programmes now were. If we fail to do this we will eventually be shut out for the future. We should, he said, be looking at how we could expand our aircraft manufacturing role and perhaps Bombardier/Shorts might be well placed to see this happen. We need to keep investment rolling.

*continues on page 12*

## CAN'T HAVE ENOUGH

**I**n the last issue of this Newsletter we covered the news that the RAF is receiving two more C-17 heavy lift transport aircraft to add to the four which have been in service on lease for several years and which are now being purchased. In this issue we report on the roll-out of the new Airbus Military A400M, 25 of which are due to enter RAF service starting from late 2011, through to 2015, to replace the venerable C-130K Hercules, which has been with the RAF for an amazing 42 years. Air mobility is clearly at the heart of the UK's current expeditionary defence policy, and it is excellent news that at long last new aircraft in the form of C-17s, Airbus A330 tanker/ transports and A400Ms are on their way towards squadron use. The more worrying aspect of this is the slow pace at which some of these programmes (not the C-17) are proceeding, and the desperate state of many of the ageing aircraft currently in service, and operating at a pace and intensity that was never intended.

The recent report from the National Audit Office (dated 27 June) entitled "Hercules C-130 Tactical Fixed Wing Airlift Capability" is a fascinating document and lays bare the true facts concerning the state of the RAF's main air transport workhorse fleet. This comprises a mix of comparatively recent C-130J aircraft (25 delivered in 1999) and survivors of a once 66-strong fleet of C-130Ks, dating back to 1966-67. The C-130K fleet has been reduced gradually over the years, through fatigue, accidents and combat loss and natural replacement by the newer J models.

Although the total Hercules fleet is now working at a very high tempo of operations and aircraft availability has been enhanced by a close support partnership with industry, the NAO report shows that the situation is far from satisfactory as overall aircraft numbers have fallen dramatically, and shortages of spares and engineering staff have seriously eroded the aircraft available for training purposes, potentially threatening aircrew competency. From a total Hercules fleet size of 51 aircraft in 2002, today it has shrunk to 38. Four have been

lost since 2005 and in 2007 four K models were retired, with five more going this year. In 2010, five more C-130Ks will be withdrawn reducing the fleet to 33, yet the first seven A400Ms will not be in service until the end of 2011, with full operational capability for all 25 new aircraft not expected until around 2018, provided the development programme suffers no more serious delays, which seems rather optimistic. The report states clearly that provision is needed to prepare for measures that may be required to fill the tactical air lift gap if the delivery of A400Ms fails to keep pace with the withdrawal of worn-out C-130Ks. This might mean the hiring of extra capacity, the purchase of extra assets or more expensive life-extensions for remaining C-130Ks, which are already well past their sell-by dates. The political repercussions from any fatal C-130 incident in the future, if related to aircraft age, or training shortcomings, could be catastrophic for any government in the light of so much evidence that more resources are needed. The report states, "If availability of Hercules aircraft is reduced as a result of these changes to the fleet, opportunities for training will be limited, potentially eroding aircrew skills and restricting their ability to operate the Hercules in the wide variety of operational situations that may occur in the future." The report also states, "Operational flying is at a high intensity, but crews are training on average fewer than 13 hours a month on aircraft when posted back to the UK. (but up to 70+ hours a month on deployment) The Hercules simulators have not kept pace with aircraft modifications, especially defensive aids and so they are not able to replicate flying conditions accurately." It recommends that MOD should prioritise resources to install the necessary simulator upgrades to avoid reducing crews' skill base and this would also free up 300 additional days of aircraft availability. Many training sorties are having to be cancelled.

Since May 2006 the Hercules Integrated Operational Support contract has been in place as a joint partnership between MOD and industry to improve aircraft

availability by paying for aircraft time in use rather than the traditional contract to simply supply spare parts and carry out repair tasks. The NAO report states that "... (this) has been central to enabling more effective team working to resolve issues". But there have been serious spares shortages on the newer J models and this has resulted in the widespread "cannibalisation" of aircraft to provide spares for immediate use.

The report describes the forthcoming transition period as every RAF transport and tanker squadron consolidates at RAF Brize Norton, and RAF Lyneham prepares to close. Originally the remaining C-130Ks would have remained at Lyneham until withdrawal but now they too will go to Brize Norton and the report states, "As yet the department has not quantified the effect on the Hercules Integrated Operational Support contract. There may be a lack of repair bays, insufficient parking space for aircraft and the layout at BN may require aircraft to be towed some distance to the repair hangars." No doubt this will be resolved but saving money seems the supreme aim of all these measures rather than maintaining an element of operational flexibility. Having just one main runway available for the entire RAF transport and tanker fleets comprising C-17s, C-130s, A400Ms, A330s and for another five-six years, the remaining TriStars and VC-10s, seems somewhat risky, though other alternative airfields, such as Fairford would have to be used when runway repair work is needed. The loss of RAF Lyneham with all its extensive support facilities seems a particularly short-sighted decision, dictated by financial pressures.

The NAO document provides a fascinating analysis of today's RAF Hercules operations and the problems it is having to face, with suggestions for how these might be resolved. When the A400Ms are all in service and the C-130Ks have all gone, the RAF should have the best air transport capability anywhere outside the USA, but if the current pace of operations continues to grow, rather than reduce, a new, more realistic defence policy may be unavoidable.

## PRESERVING THE PAST FOR THE BENEFIT OF THE FUTURE

**W**inston Churchill said of Fighter Command and its role in the crucial Battle of Britain in 1940: “Never in the field of human conflict was so much owed by so many, to so few”.

RAF Bentley Priory was Fighter Command’s HQ, from which Air Chief Marshal Sir Hugh Dowding directed the Allied forces in the crucial battle against the Luftwaffe. While that was probably its most significant contribution to history, the Priory has also seen the death of a Queen, a visit from one of history’s most famous lovers, and preserves important architecture. RAF Bentley Priory closed on 30 May 2008, and the units stationed there were relocated to RAF Northolt, which has become MOD’s first integrated core site for Greater London as part of Defence Estates’ Project MoDEL.

### Preserving the Past

One person for whom this change has created great deal of painstaking work is Flt Lt Gareth Williams, who has spent the last 18 months painstakingly cataloguing, photographing and valuing over 800 items of fine art, silver and furniture contained within the Officers’ Mess to ensure they are preserved for future generations. Whilst there is no enduring operational use for RAF Bentley Priory, MOD is clear that the heritage associated with the site should be preserved in a sustainable long term manner. Bentley Priory is historically important for reasons other than its use as an RAF Station. Indeed, it was only acquired by the, then newly formed, RAF in 1926. The house had been built as early as 1766 and as a residence of the Earl of Abercorn, was significantly extended in 1788 by the influential architect Sir John Soane (who was also responsible for the Bank of England). After that, the priory saw use as an hotel, a girls’ school and even, for time, a royal residence (being the final home of Queen Adelaide, widow of William IV, who died there in 1849). Lady Hamilton (Nelson’s lover) is known to have visited the house. Today, the Priory Building is Grade 2\* listed with the surrounding Italian gardens registered as an historic park and garden.

### The Collection

The RAF Bentley Priory collection is one of the finest in the RAF, and includes pieces from throughout its 90 year history. Items of special note include, First World War combat reports, German artillery binoculars captured from positions overlooking the beaches during the D-Day landings, a bust of Adolf Hitler “liberated” by the RAF from Germany, as well as artwork and silverware from the time when the Priory was a Command Headquarters during the Cold War. Perhaps the most famous items comprise the desk and other items associated with and used by Lord Dowding during the Battle of Britain. When a film of the battle was made in the late 1960s, some of the scenes involving Sir Laurence Olivier as Air Chief Marshal Dowding were filmed in these rooms and featured the items they contained. The collection also contains many fine portraits, including those of King George VI (who famously paid a visit to Fighter Command HQ at the height of the Battle of Britain; his consort Queen Elizabeth (later HM Queen Elizabeth the Queen Mother); Queen Adelaide (who as noted lived and died in the house); and Marshal of the Royal Air Force Lord Trenchard, father of the RAF. Among the most poignant



*Some of the Bentley Priory treasures that have been safeguarded for the future.*

artwork are the drawings of “the Few” including Sqn Ldr C S ‘Bam’ Bamberger.

The RAF is maintaining ownership of the collection with a significant number of items having been transferred to active RAF Stations and the RAF Museum where some of the paintings (including that of Queen Adelaide) are planned to be displayed at their Hendon museum, or stored for future use. A number of items are being transferred to RAF Northolt, including the mess’ grand piano, given its close connection to RAF Bentley Priory and the fact it is the last active Battle of Britain Station. Moreover the portrait of the Queen made for the RAF’s 40th anniversary dinner held in the dining room at RAF Bentley Priory in 1958 will become the centre of the historic mess at RAF Northolt following the completion of its refurbishment.

### The Future

In parallel with the work being done by Flt Lt Williams, the Defence Estates Project MoDEL team, which has been engaging closely with the local planning authority, the RAF Museum, the Prince’s Regeneration Trust and the Battle of Britain Bentley Priory Trust (formed by the Battle of Britain Fighter Association and chaired by Sir Brian BurrIDGE who is also The Air League Chairman), has identified a comprehensive solution for the long term future use and development of the site which takes full account of its associated heritage. A detailed planning application includes plans for the Battle of Britain Bentley Priory Trust to operate a commemorative educational facility at Bentley Priory, which will be open for the public. It will tell the story of the Battle of Britain and educate future generations about its significance. The museum will be dedicated to the memory of those who fought in the Battle as well as the fascinating history of the building itself. Significantly, the Trust intends to ask the RAF Museum and RAF Units to loan items for display to enhance the educational facility. The Royal Observer Corps, which also regards the Priory as its spiritual home, has already agreed for its collection to be used as part of the educational facility.

In the next newsletter, we will tell you how League members can become involved as Friends of Bentley Priory.

## AN APPRECIATION - Air Chief Marshal Sir John Barraclough

**I** was in awe of John for as long as I knew him. However, I might be excused my initial impression, as the first occasion that we met was when I was a Flight Cadet at Cranwell. He told me that as I was his kinsman – by marriage through his wife Maureen – he would be keeping an eye on me. I got the message that day of his expectation of the highest standards of effort and achievement; just as he had equally instilled those values in so many others. His remarkable life was characterised above all by service.

That service commenced as a member of D Company of the Artists Rifles. Despite being a strapping young man, he found his responsibility for marching around carrying the tripod for the Vickers machine gun wearisome. In consequence, he joined the RAF where his progress was to prove more rapid and his extraordinary initiative, energy, skill as an aviator, and ability as a leader was to come to the fore. It is epitomised in the citation for his DFC in January 1943 which recorded that, 'In 96 hours he (Acting Squadron Leader John Barraclough) did 42 hours operational flying and during the periods on the ground he supervised the operating of other aircraft. At all times this officer has shown the greatest devotion to duty and is a born leader of men'.

A particular attribute that John had was his exceptional intellect and the allied ability to apply it to positive effect. There is a litany of examples: They include, during his RAF career, the practical, such as the development of the innovative methods of operational training that led to his award of the AFC, plus his instrumental role in the introduction of the Jet Provost into basic flying training. However, he was equally at home with, the more esoteric arguments associated with the concept of the just war and nuclear deterrence or surmounting the emotionally charged issues surrounding restructuring the RAF. He applied his mind in a whole variety of ways such as to the defence debate in his role as Chairman of the Royal United Services Institute for Defence Studies, in the revitalisation of The Air League, which subsequently presented him with its Gold Medal, his co-authorship with General Sir John Hackett of the best selling book 'The Third World War', and his Presidency of the Air Power Association and the Royal Crescent Society to name but just a few of the enterprises that he was actively engaged with.

The common denominator was his amazing facility not merely to get to the nub of the argument but also to express the key points in an exceptionally articulate and persuasive manner. He not merely had the ability, he also attached considerable importance, to engaging with people at every level and taking them with him in whatever enterprise he was involved. When John turned his mind to a matter few were his equals. Notwithstanding his manifest natural talent, John still felt the need to further his personal development by self-financing his attendance at the Harvard Business School. Unsurprisingly, John was part of the award winning syndicate at Harvard and, his success created the distinct possibility of an alternative and potentially equally distinguished career in business. However, his love of Service life and all that represented was to remain the predominant influence on his life choices.

He was also immensely proud of having been the Honorary Inspector General of the Royal Auxiliary Air Force. In the latter company, just as in the RAF, John will remain a legend. In this, just as all matters, John both understood and was characteristically absolutely particular about what was needed. Although the RAuxAF supports the RAF, it is in fact another of Her Majesty's Air Forces and as such John considered that it was highly important that the distinction was observed. Consequently, he fought with the Ministry of Defence and, needless to say, won the argument that led to the presentation to the RAuxAF of a Sovereign's Colour as opposed to the Queen's Colour - that the RAF has the honour to hold.

John did not regard himself as having been blessed by the artistic abilities of his forebears, who included his great uncle Sir Alfred Gilbert the famous Victorian sculptor of the Piccadilly Fountain, Eros. However, he had a definite talent for composition that he applied to marvellous effect on a number of occasions. Not least of these was latterly in the relation to the tribute to RAF Coastal Command that was placed, in 2004, in the south Cloister of Westminster Abbey. John's Chairmanship of the of the Maritime Air Trust at a time in his life, close to his mid eighties, when in service parlance he would have been excused and put on light duties, says so much about why we lament his passing. He embraced what was a colossal fund raising task with his customary vigour. He was able to inspire people from all walks of life with the result that the Appeal was able to attract the widow's mite along with the support of Industry. The rubric for the Appeal was the Coastal Command motto 'Constant Endeavour' and I can find no more fitting words to describe John's life than that same motto 'Constant Endeavour'.

John was great fun. He had a wonderful sense of humour and his ready dry wit often made me laugh. That is how John's life is best remembered. With a smile on our faces we should speak of a man who filled every second of the unforgiving minute and in so marvellously touching all of our lives became kinsman to us all.

By Air Commodore Oliver Delany (an edited version – the original is held at the Air League office)



ABOVE – Sir John receiving The Air League Gold Medal from our Patron at St James's Palace on 11 May 1999.

**O**n 4 June, at St James's Palace, The Air League held its Annual Reception, in the presence of the Patron, His Royal Highness, The Duke of Edinburgh, and several hundred members, guests and award winners.

### *Excerpts from the Chairman's Address:*

In common with all my recent predecessors, I can report that The Air League has had a good year. In 2007, we made 88 awards, comprising 46 flying scholarships, 20 flying bursaries, 11 engineering scholarships and 10 gliding scholarships. The numerically astute among you will recognise this as a total of 87, the remainder being a balloon PPL scholarship. This is a good record. But I am also delighted to note that our membership is increasing, and this includes a number of new corporate members as well as sponsors on whom we rely enormously for our important funding. But these are now challenging times for the aviation and aerospace industries and very much with our 100 years of history in mind – an anniversary that we shall celebrate next year – we have examined carefully what should be the role of the Air League in the future. We have therefore re-expressed our mission as:

***To excite young people about aviation and aerospace by assisting them to become involved and to generate national understanding of the importance to the UK of aviation and aerospace.***

We shall do the former by involving young people from all types of



*ABOVE – Adrian Berridge receives his flying scholarship certificate.*



*ABOVE – Mr & Mrs Peter Jones and their bursary winner Chris Hindle.*

backgrounds in aviation by giving them the opportunity to fly and help them to access careers in the industry. The opportunities that we seek to present are not elitist but are inclusive and accessible to all. You will see some manifestation of that this evening when His Royal Highness presents the awards.

As for the requirement for real understanding in this country of the value of aviation and aerospace, we shall work hard and, where necessary, stand up and be counted, in order to:

- ***First, promote the importance of air power in the United Kingdom's Defence and Security Policy.***
- ***Secondly, add balance to the debate on the impact of aviation on the environment.***
- ***Thirdly, highlight the importance to the sustainability of the British economy of the aviation and aerospace industries.***

In all these respects, we are fortunate to enjoy close links with the Associate Parliamentary Aerospace Group whose meetings are always very well supported and which might just become a little more controversial in future! But we shall do our utmost through our own research and publications to ensure that the debate is based on fact – knowledge – and balance: a tall order for Westminster politics.

We will use our 2009 Centenary Year as the catalyst to increase the League's influence in these areas, as well as increasing membership which, in turn, will provide much of the essential funding that we need to guarantee a solid administrative base

and headquarters supporting our many activities. As part of our commemorative events the Slessor Lecture will be held on 17 February 2009 with a theme of Airborne Forces and the Andrew Humphrey Lecture will be held on 17 November next year covering the progress on the Virgin Galactic space endeavour. These highly topical lectures are planned, in addition to our Annual Reception and a very special Centenary Dinner in October, to celebrate our last one hundred years with great pride whilst looking forward to the future with great enthusiasm.

Returning to the theme of involving young people in aviation, it is, as you know, vitally important to raise sufficient funds for the Air League Educational Trust to enable us to sustain the level of scholarships and bursaries. I would therefore like to record a particular word of thanks to all our sponsors and supporters who are here this evening – and particularly to you, Sir, for your most generous recent donation. I would also like to take this opportunity to thank the four sponsors of this evening's event: Thales UK; AgustaWestland; Besso Limited and Boeing UK. I am also grateful to CMS Strategic for acting as our



*ABOVE – Alex Reut-Hobbs receives the Babcock Trophy.*

# RECEPTION



*ABOVE – Squadron Leader Chris Heames receives a framed address.*

conscience and as our sounding-board in the last few months work in regenerating our strategy.

And now for this year's awards. From the many award winners listed in your programme three have been selected to receive their certificates from Your Royal Highness: Mr Christopher Hindle a 19-year old holder of a Private Pilots Licence who used his flying bursary to help fund an IMC rating; Mr Daniel Hedley who undertook a placement at Marshall Aerospace last summer; and, Mr Josh Hurley who was awarded a cross-country gliding scholarship which he flew from Lasham.

Babcock have been staunch supporters of the League for many years and a trophy in their name is awarded to recognise excellence in achievement during training for a flying scholarship. This year the Babcock Trophy is awarded to Mr Alex Reut-Hobbs.

In 2003 we inaugurated The Prince Philip Flying Scholarship resulting from the proceeds of fundraising at a banquet held in 2002. This Flying Scholarship is awarded to an outstanding scholar from the previous year who is member of the Air Training Corps and who also holds a Duke of Edinburgh Award. This year the scholarship to fund a full Private Pilot's Licence is awarded to Cadet Warrant Officer Rory Cheyne of 914 (Glastonbury/Street) Squadron ATC. He holds a Gold Duke of Edinburgh award and is the Lord Lieutenant's Cadet for Somerset.

Evie Saunders learned to fly late in life and was very keen to help others enjoy the thrill and excitement of

flight. The Air League's aeroplane a Piper Warrior registration G-EVIE based at Tayside Aviation, Dundee was her aeroplane and is named after her. Each year the Evelyn Saunders Memorial Cup – most generously donated by her daughter Mrs Pamela Patten who is with us this evening - will be awarded to the best female student overall. This year, and for the first time, the cup is awarded to Miss Rebecca Flannagan - another Cadet Warrant Officer who holds a Gold Duke of Edinburgh award.

Each year the Air League recognises significant achievement in the field of aviation by the award of Framed



*ABOVE – Miles Hilton-Barber receives a framed address.*

Addresses and this year three are being awarded.

The first is awarded to Squadron Leader Chris Heames who is the Chief Flying Instructor at the Air Training Corps Central Flying School for an outstanding contribution to gliding and in particular flight safety. Squadron Leader Heames has been involved with the management of gliding for well over thirty years and during this time has made a highly significant contribution to the Royal Air Force Gliding and Soaring Association, the British Gliding Association and now to Air Cadet Gliding at the Central Gliding School.

Blindness did not deter Miles Hilton-Barber from flying a Micro light Aircraft to Australia. I might add that he was accompanied by a fully sighted pilot, but he describes his flight to Australia as the life-long dream to become a pilot. He tried joining the Royal Rhodesian Air Force when he could still see at the age of eighteen,



*ABOVE – Lieutenant Julian Williams receives the Billy Deacon Search & Rescue Trophy.*

## ANNUAL RECEPTION continued



ABOVE – Stephen Wood receives the Scott-Farnie Medal.

but failed his medical due to poor eyesight long before he knew he would lose his sight. As if his long distance flight was not enough excitement for him, he has during the last year also flown aerobatics in a Hawker Hunter and has flown supersonic in a Lightning at Thunder City in Cape Town. However, it is for his incredible flight to Australia in a Microlight aircraft that a Framed Address is awarded to Mr Miles Hilton-Barber.

The Vulcan is one of the most iconic aircraft of the Cold War and since its retirement from Royal Air Force service sixteen years ago the team of dedicated volunteers have been working tirelessly to return this aircraft to the air. I might mention that His Royal Highness has piloted a Vulcan as has Prince Charles. The task to make this aged aircraft airworthy has been demanding technically, and was only possible because of a sustained fundraising campaign which still continues in order to keep the Vulcan in the air. The Council and members of The Air League warmly salute and congratulate Dr Robert Pleming who as Chief Executive of the Vulcan to the Sky Trust led a dedicated team of enthusiasts, with industry support, to make an outstanding contribution to aviation by returning the Vulcan to the sky.

The Billy Deacon Search and Rescue Memorial Trophy commemorates the courage of Billy Deacon who was posthumously awarded the George Medal after he drowned having bravely rescued ten crew members from the merchant

vessel *Green Lily* in Storm 12 conditions in November 1997. This year Breitling UK and Bristow Helicopters are delighted to award this highly prestigious trophy to Lieutenant Julian Williams, Royal Navy, for his meritorious search and rescue helicopter operation on 2 July 2007. His helicopter was scrambled during the late evening to assist in the search for two missing lifeguards off the Cornish coast. In the darkness, the weather was atrocious with very poor visibility in heavy rain, strong winds and a very angry sea. An hour later one was spotted in the sea and he was able to indicate the position of his injured colleague who was trapped in a cave. Boat rescue was too hazardous so Lieutenant Williams had no hesitation in being winched into the surf close to the mouth of the cave to attempt a rescue. In the face of the appalling weather, the helicopter hovered hard up against the overhanging cliff face, operating close to the aircraft's winching limits. This in itself was very dangerous for the winch-man but, because Lieutenant Williams could not immediately see the casualty, he detached himself from the winch and clambered through the boulder-strewn cave for twenty minutes until he found the casualty who was hypothermic and unable to walk. Lieutenant Williams then carried the casualty on his back over numerous large boulders in the darkness to the cave entrance where they were eventually extracted by helicopter. This is an example of outstanding courage, determination and professionalism. He showed selfless disregard to his own safety upholding the finest traditions of the Fleet Air Arm and richly deserves recognition through the award of the Billy Deacon Trophy.

The Marshall of Cambridge Medal which is awarded to recognise the exceptional support provided to the Air League Educational Trust by a former Air League Scholar. This year



ABOVE – Robert Pleming receives a framed address.



ABOVE – Fred & Harold Panton receive the Jeffrey Quill Medal.

the Medal is awarded to Lieutenant Steve Purvis, Royal Navy.

The Jeffrey Quill Medal commemorating that most distinguished Spitfire Test Pilot is awarded for an outstanding contribution to development of air mindedness in Britain's youth this year. The Medal is awarded jointly to Fred and Harold Panton who run the Lincoln Aviation Heritage Centre in recognition of their tremendous work in enthusing young people about aviation.

Finally, the Scott-Farnie Medal is awarded for meritorious work in the field of Air Education. A surveyor by profession, Steve Wood has probably seen more of the world from above than he has ever done on the ground. He built his own aeroplane at the Cambridge Regional College between 1998 and 2000 and has since gone on to achieve sixty-four Federation Aeronautique Internationale approved flight records. The FAI is the world governing body for air sports and aeronautical world records. This tally is already the most aeroplane records set by a British pilot in a single year. He is currently awaiting the ratification of a further fourteen records and has spent years in getting people interested in aeroplanes and flying, and in particularly helping with sick, disabled and life-limited children. This work particularly includes Flying Scholarships for the Disabled. In recognition of his encouragement to Air Education the Scott-Farnie Medal is awarded to Steve Wood.



ABOVE – Lieutenant Stephen Purvis receives the Marshall of Cambridge Medal.

# INDUSTRY NEWS

- The Royal Air Force declared its Typhoon jets multi-role capable on 1 July. The RAF Typhoons can now carry out precision Ground Attack as well as Air Defence tasks. The declaration, which was made at the home base of the Typhoon Force, RAF Coningsby in Lincolnshire, represents a major milestone in the development of the state-of-the-art aircraft. Air Chief Marshal Sir Clive Loader said: "The declaration of Typhoon being Multi-role capable is a truly significant step in the development of this remarkable aircraft...This latest capability upgrade gives the Royal Air Force the most operationally flexible aircraft it has ever had." Typhoon aircraft took part in a very successful deployment to the USA in spring for trials and front-line training culminating in Exercise Green Flag, which is a large USAF and US Army exercise that involves Close Air Support to troops. The Typhoons proved their ability to deploy to environments that are representative of current operational theatres. During this deployment the aircraft demonstrated exceptional serviceability by achieving 99% of planned sorties.
- Lease Corporation International (LCI) has announced an order of six new Airbus A330-300 aircraft powered by Rolls-Royce Trent 700 engines. All six aircraft will be delivered in 2009 and 2010 and will be placed on operating leases with Singapore Airlines.
- Cobham plc has announced that one of its Life Support business units, Carleton Technologies (Carleton), has received the 2007 US Department of Defence's (DoD) Value Engineering Achievement Award, one of only two companies in the US to be so honoured. The award is for design changes to a Microclimate Cooling Unit that reduced lead time without compromising performance, produced a lighter weight product and contributed to a \$3.8M saving by the US DoD over the life of a 5-year contract. Andy Stevens, Cobham's Chief Operating Officer, commented: "This award reflects our ongoing investment in operational improvements using Lean Six Sigma tools and is a great credit to the team involved."
- The British Military's latest high-tech communications satellite, Skynet 5C was successfully launched on 12 June from Kourou in French Guiana, South America. Astrium's Skynet 5C satellite will be capable of beaming communication signals between headquarters in the UK and British forces deployed around the world once initial testing is complete. Work is now beginning to correctly position the satellite in order to establish full operating capability. Skynet 5C will be employed as an in-orbit reserve for Skynets 5A and 5B which were launched in 2007. Baroness Taylor, Minister for Defence Equipment and Support, said: "This important milestone is yet more good news for our armed forces. The Skynet 5 constellation is a huge step forward in data capacity. With the successful commissioning of Skynets 5A and 5B, and now the launch of Skynet 5C, we have a very significant improvement in our global communications systems and the means of assuring it. This Private Finance Initiative deal is an excellent example of the MoD and Industry very successfully working together." With its world-beating antenna technology and far greater power and data rates, the Skynet 5 constellation provides a significant enhancement to operational capability for our forces. It is also being used in the field of welfare services, to help provide free messages between service personnel on operations and their families and friends. The satellite is the third of three to be launched under a Private Finance Initiative (PFI) programme worth over £3 billion. The Ministry of Defence is working in partnership with service providers Paradigm Secure Communications, and EADS-Astrium who built the satellite itself. The satellites were constructed and assembled in EADS factories in Stevenage and Portsmouth which together employ 350 people on the Skynet programme. The UK space industry in total helps to support almost 70,000 jobs and is worth nearly £7bn annually through direct and indirect contributions.
- The Boeing Company delivered the United Kingdom's sixth C-17 Globemaster III to the Royal Air Force on 12 June during a ceremony at the company's Long Beach, Calif., C-17 manufacturing facility. With this delivery, there are nearly 190 operational C-17s worldwide - 173 with the USAF; six with the RAF; four with the RAAF, and four with the Canadian Forces.
- Airbus has started transporting the first aircraft segments to the new single-aisle assembly line in Tianjin, China. The assembly process of the first aircraft, which is for Sichuan Airlines, will start in August 2008. Delivery of the aircraft is scheduled for the first half of 2009. The overall transportation to China will last less than one month. The final assembly line in China is an important milestone on Airbus' way to become a global company. It enables Airbus to increase its flexibility in the A320-family production by simultaneously ramping-up the production rate to 40 by 2010. The Chinese final assembly line will mainly produce aircraft for the Chinese market, where Airbus expects the passenger traffic to grow five-fold in the next 20 years, causing a demand of a total of 2,670 new passenger aircraft.
- Royal Air Force Expands Beechcraft King Air Fleet. Hawker Beechcraft Corporation (HBC) has delivered the first of two Beechcraft King Air B200GT aircraft to Serco Defence, Science and Technology for service in the Royal Air Force as a multi-engine pilot trainer. The second King Air B200GT will be delivered this summer and both aircraft will join 45 Squadron at RAF Cranwell. These aircraft will strengthen the existing fleet of seven Beechcraft King Air B200s in service with the RAF, bringing the total to nine King Airs. The original Beechcraft King Air order was placed in 2003 when Serco announced it was awarded the prestigious 60 million Euros Multi-Activity Contract for RAF Cranwell incorporating the Multi-Engine Pilot Training Interim Solution. The new aircraft are essential to meet an increase in the demand for military multi-engine pilots within the Ministry of Defence, along with a growing need for a modern, glass cockpit experience. The B200GT is the latest evolution of the highly successful Beechcraft King Air B200-series of aircraft, boasting a state-of-the-art glass, paperless cockpit and new Pratt & Whitney Canada PT6A-52 engines that provide higher cruise speeds and faster climb rates.

**The Trustees are pleased to announce the following 90 awards for 2008. Sadly, once again, there were less applicants for engineering scholarships than awards available.**

An integral part of the League's activities has been to encourage air-mindedness in the youth of Britain and this air education work was formally recognised in 1968 by the creation of the Air League Educational Trust, a registered charity. Today the Trust gives guidance on flying training and flying careers in both military and civil aviation to the many young men and women who seek advice. The Trust also provides practical assistance in the form of flying scholarships and bursaries, and engineering scholarships. In selecting award winners, the Trustees look for enthusiasm for flying and for a career in aviation, flying achievement, youth and voluntary service, academic ability, 'outward bound' activities and general 'get up and go'. The benefit of these awards is evident from the many young men and women who have been motivated into their desired careers in aviation; it is a source of great satisfaction to both the Trustees and sponsors.

## 2008 FLYING SCHOLARSHIPS

### **Sponsor / Flying Scholarship**

The Prince Philip NPPL Flying Scholarship  
Air Foyle  
Airbus UK  
Aircrew Association  
Babcock Defence Services  
BAE SYSTEMS (John Cunningham)  
Battle of Britain Fighter Association  
British Women Pilots' Association  
Captain Colin Barnes  
Christopher Foyle  
Coachmakers Livery (Victor Gauntlett)  
Cobham plc (Sir Alan Cobham)  
HQ Air Cadets (The Air Cadets Scarman)

Hugh Pope  
Joe Wheeler  
Lady Humphrey (Andrew Humphrey)  
Lorraine Richardson (Evie Saunders)  
Lucas Aerospace  
Marshall Aerospace (D G Marshall)  
Marshall Aerospace (Sir Arthur Marshall)  
Martin Baker (Sir James Martin)  
Messier-Dowty  
Michael Cross  
Page Aerospace  
RAF Waddington Flying Club  
Red Arrows Trust  
Royal Aeronautical Society

Shell Aircraft  
Swire Charitable Trust

TAG Farnborough Airport

The Joan Angus  
The MacRobert Trust  
W B Rhodes-Moorhouse VC Charitable Trust

### **Recipient**

Mr R Cheyne from Somerton, Somerset  
Mr O J Khan from Leamington Spa, Warwickshire  
Mr J G Allen from Newcastle upon Tyne, Tyne & Wear  
Mr T J Fulcher from Little Hallingbury, Essex  
Mr G P Dougherty from West Kensington, London  
Mr J Dowell from Glasgow  
Mr R Murison from Edinburgh  
Miss C Harrison from Winnersh, Berkshire  
Miss E L Wilce from Yeovil, Somerset  
Miss F A Rolfe from Benfleet, Essex  
Mr S W Huish from Chulmleigh, Devon  
Mr L C Dale from Poole, Dorset  
Mr J R Audcent from Yatton, Bristol  
Mr R O Burrell from Crawley, West Sussex  
Mr G Daniel from Braintree, Essex  
Mr S Green from Crowhurst, Surrey  
Mr N Nicholas-White from Beckenham, Kent  
Mr A G P Roberts from Heswall Hills, Merseyside  
Mr R J Kempa from Southampton  
Mr L A O'Sullivan from Cheadle, Cheshire  
Miss J M L Chow from Bicester, Oxfordshire  
Miss J K Tye from Walton-on-Thames, Surrey  
Mr S J Dickinson from Droitwich, Worcestershire  
Miss A Lane from Starston, Norfolk  
Mr S Sama from Cambridge, Cambridgeshire  
Miss E Cory from Beaconsfield, Bucks  
Mr R Denny from Chichester, West Sussex  
Mr R J Potts from Purley, Surrey  
Mr J A Hooton from Redcar, North Yorkshire  
Mr B Bohan-Jones from Northampton, Northants  
Mr G G Davies from Cwmafan, Port Talbot  
Mr C I Bennett from Amesbury, Wiltshire  
Miss J N Currie from Andover, Hants  
Mr O Kay from London  
Mr B P C Found from Chesterfield, Derbyshire  
Mr N J A Adlam from Portsmouth, Hants  
Mr N J Bustin from London  
Mr T Davies from Surbiton, Surrey  
Mr J W Heath from Coalville, Leics  
Mr A E W Henner from Bristol  
Mr J C C Marshall from Macclesfield, Cheshire  
Mr M Master from Edgbaston, Birmingham  
Mr A Moavenian from London  
Mr O J Paul from Dorking, Surrey  
Mr A Yousif from Fulwood, Preston  
Mr A J Arkley from Sandhurst, Berkshire  
Mr S Legg from Farnborough, Hampshire  
Mr N J Marchment from Farnborough, Hampshire  
Miss E D'Souza from Shefford, Bedfordshire  
Mr W D McLeman from By Huntly, Aberdeenshire  
Mr S Harris from Fordingbridge, Dorset

## 2008 FLYING BURSARIES

AgustaWestland  
Air Foyle  
Air League Educational Trust

Besso Limited  
British Women Pilots' Association

Buckland Memorial  
Christopher Foyle  
Mark Philip Jones Memorial  
Nigel Blood

Norman Barber  
Peggy Follis

Red Arrows  
Sir Michael Cobham

Sir Ross Stainton  
Thales UK

Mr S G Purvis from Chippenham, Wiltshire  
Mr L B Roberts from Alton, Hants  
Mr K Colehouse from Sleaford, Lincs  
Mr A I Roumat from St Andrews, Bristol  
Mr N MacLennan from Chippenham, Wiltshire  
Miss A Jaendling from Waunfawr, Gwynedd  
Ms M Leslie-Smith from Troon, Ayrshire  
Mr D J Griffiths from Hardwicke, Cheltenham  
Mr M J Brash from Dunmow, Essex  
Mr N Pybus from Dunfermline, Fife  
Mr W P Dawes from Buxted, East Sussex  
Mr M R Winwood from Gillingham, Kent  
Mr A Hoskins from Storrington, West Sussex  
Mrs L Hobbs from Long Ashton, Bristol  
Dr H Vosper from Arbroath, Angus  
Mr J Edwards from Watford, Herts  
Mr A Bland from Christchurch, Dorset  
Mr P R Mayo from Calne, Wiltshire  
Mr J M Philbey from Stoke Poges, Bucks  
Mr P M L Thomason from Yell, Shetland  
Mr J J Anderson from Virginia Water, Surrey  
Mr L E Forrer from Surbiton, Surrey  
Mr S J Redman from Farnham, Surrey

## 2008 GLIDING SCHOLARSHIPS

### **Gliding Scholarship**

Aerobatics

Cross-Country (D Feakes)  
Cross-Country

SLMG (12 hours)

SLMG (5 hours)

### **Recipient**

Mr L C Dale from Poole, Dorset  
Mr D T Bray from Shilton, Burford, Oxfordshire  
Mr G W Linklater from Huntly, Aberdeenshire  
Mr R J Williamson from Saltash, Cornwall  
Miss R Ward from Chew Stoke, Bristol  
Mr S Green from Crowhurst, Surrey  
Mr M R Winwood from Gillingham, Kent  
Mr R Au from Reading, Berkshire  
Miss J M L Chow from Bicester, Oxfordshire  
Mr S J Hubbard from Hitchin, Hertfordshire  
Mr S A Pendry from Swansea

## 2008 ENGINEERING SCHOLARSHIPS

### **Placement Company**

British Airways Maintenance, Cardiff

Marshall Aerospace  
Eurocopter UK  
Wycombe Air Centre

### **Recipient**

Mr S P B Blake from Walsall, West Midlands  
Mr A Chown from Dorking, Surrey  
Mr B Filer from Leyton, London  
Mr O Kay from London  
Mr N Nicholas-White from Beckenham, Kent

**Congratulations to the winners**

**The Trustees wish to thank  
the companies and sponsors for their most generous support**

continued from page 2

On Airbus, he said that GKN was preparing to step up its role on the UK's world leading wing design and manufacturing capability, but that this was likely to be challenged in the future by Germany, Spain and companies in the Far East. He said he looked forward to Boeing investing more in the UK where it had a good market. Within Europe, through

ACARE, a new 25-year civil aerospace roadmap was being developed and this needed strong UK backing.

Finally, Mr Godden gave his view on the wider aviation sustainability debate, stating that in the UK, where aviation was such an important contributor to the economy, "we must be tough on emissions, and tough on emissions propaganda." He said that much outstanding effort

was going into the design of new quiet and low emission engines and new composite materials, but anti-aviation arguments must be countered by facts and continuing industry efforts to show that the environment was at the heart of new investment programmes.

The session was concluded by David Borrow MP who thanked the speakers and guests.

## MEMBERS' NEWS

**Rowena Hay (Red Arrows Flying Bursary 2007)** writes that since completing an IMC rating she has managed to build her hours to 95 and continues to enjoy flying whenever she can. She is currently studying for the FISH exam and would like to progress from this into further Air Traffic Control studies. It's a slight change of direction but she still hopes to undertake an aerobatics course in the near future and to continue to fly farther afield.

**Linsey Running (Swire Charitable Trust Flying Scholarship 2006)** thanks the League and her sponsor and writes of progress since the award of her scholarship. She continues to fly with Tayside Aviation in Dundee where she enjoys a very high standard of training and support from the instructors and staff and on 5 May sat the skills test for a JAA PPL, which she passed and is now a fully licenced pilot. She has started studying towards the ATPL with Bristol Ground School and will continue to build hours and improve her flying skills with Tayside, as well as a visit purely for hour building to California. Her plans are to stay with Tayside to gain her CPL and to gain a flight instructor rating and ultimately to instruct with Tayside to give something back to

aviation. She says the scholarship gave her a fantastic kick start to her flying career and that she would still be in the starting blocks had it not been for the League's encouragement. Linsey also qualified recently as an Aero Repair and Overhaul engineer with Rolls-Royce and she would be happy to pass on her experience on becoming an engineer or about the degree courses to any potential aero engineers. She concludes by thanking the League again for giving her a life changing 12 hours of flying and that she will continue supporting and promoting The Air League.

### The Air League Members Area

You may have noticed the "Members Area" button at the top of the left hand menu of the home page on our website at [www.airleague.co.uk](http://www.airleague.co.uk). If you are a current member of the League you can enter the Members Area using the last 5 digits of your membership number as your username and your surname (case sensitive) as password. Once into the area you can amend your details and change your password. If we do not have a current email address for you or you make any changes to your entry please email [joining@airleague.co.uk](mailto:joining@airleague.co.uk) so that we can amend our main database.

### New Members:

Details of new members will appear in the next newsletter.

### Diary Reminders

- 30 August 2008 Young Members Flying/Gliding, Bicester.
- 29 October 2008 Andrew Humphrey Memorial Lecture, 4 Hamilton Place. Speaker: Sir Brian Burrige, Chairman of The Air League.
- 5 November 2008 Associate Parliamentary Aerospace Group Meeting, House of Commons. Speaker: The Rt Hon Ruth Kelly MP Secretary of State for Transport.
- 17 February 2009 Centenary Lunch, New Zealand House.
- 17 February 2009 Slessor Lecture, Willis, 51 Lime Street. Speaker: Major General B White-Spunner.
- 17 November 2009 Andrew Humphrey Memorial Lecture, 4 Hamilton Place. Speaker: Mr Will Whitehorn, Virgin Galactic.

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.

### 2008 Gliding Competition

During the week 16-20 June teams from eight Voluntary Gliding Squadrons competed for The Air League Challenge Cup at RAF Syerston. The competition events consisted of the following: spot landings, aerobatics, timed circuits, duration soaring, spot the defect, wing taping, best landing, trailer towing and a Quiz. The final positions were:

- 1<sup>st</sup> 622VGS Plt Off Chris Field & FSC Teddy Bradley
- 2<sup>nd</sup> 662VGS CGI Paul Murray & FSC Ian Killoh
- 3<sup>rd</sup> 625VGS Off Cdt Al Mundy & FSC Joseph Bowden
- 4<sup>th</sup> 661VGS CGI Caroline Williams & FSC Ollie Caron
- 5<sup>th</sup> 611VGS Fg Off Tom Metcalfe & CGI Georgie Bennett
- 6<sup>th</sup> 621VGS CGI Ross Milliner & FSC Tristan Woolcock
- 7<sup>th</sup> 643VGS Plt Off Ashley Earp & A/Sgt Shane Grice
- 8<sup>th</sup> 614VGS Flt Lt Graham Hayes & CGI Bradley Bowden



ABOVE – Vice-Chairman Terry Holloway presenting The Air League Challenge Cup to the winning team from 622VGS.

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