



The Air League Newsletter

Issue 2: March/April 2008



The Forgotten Few

ABOVE – The RAF regiment – defenders of Basra airport.

While the media spotlight falls time after time on the brave exploits of the soldiers fighting in Afghanistan, less attention is drawn to the “forgotten few” of the Royal Air Force who are toiling day and night around the clock, out of sight, in their combat role to support and sustain the British forces in two active theatres of war. It certainly goes unrecognised that the RAF has been engaged on continuous combat operations for more than 16 years. Outside of RAF circles, it probably also goes unrecognised that, during their last 6-month tour in Basra, 1 Squadron RAF Regiment lost 4 gunners with 10 others seriously wounded, many of whom were on their first tour. Equally, few in the UK recognise that RAF air defence forces, including our Typhoon squadrons, are on very high alert keeping the Nation safe from a 9/11 type of attack involving a rogue airliner. This period of unprecedented operational activity

began in 1991 with the first Gulf War, continued with the air policing of the Iraq no-fly zones until the 2003 Iraq war. Thereafter, operational tasks such as Close Air Support and fast-jet reconnaissance have become vital ingredients in the UK’s campaigns in Iraq and Afghanistan. The last decade was also punctuated by the Kosovo and Bosnia air campaigns. Alongside all of this, for a period in excess of 25 years, a significant Tornado air defence force plus supporting tankers and ground radars have been retained in the Falkland Islands. The Air League must help to raise public awareness of what the RAF is actually doing and continue, as we have done since our inception, to champion the cause of the significance of air power in Britain’s Defence and Security policy.

Today in Iraq and Afghanistan, RAF personnel provide critical infrastructure. Tactical Air Traffic Control and Air Movements Teams

ensure that air heads are safe and suitable for operations, while the RAF Regiment Field Squadrons go about their vital role of securing airfields from insurgent attack. In the case of Basra, this requires them to secure an area of 3,000 square kilometres. At the same time, they work very effectively in winning the hearts and minds of the local people so improving their intelligence picture. War is a dangerous business but keeping the flow of personnel, ammunition and supplies moving has become a well-established routine. All this underpins both the inherent flexibility and strategic importance of air power.

continues on page 3

In this issue...

- **Aeronautica P2**
- **New Chairman P3**
- **The RAF at 90 P4-5**
- **Industry News P7**
- **Members’ News P8**

COMMENTARY *by Aeronautica*

CAPABILITY AND DIRECTION - EUROPE OR USA?

Twenty years ago, when the future of the British aerospace industry was discussed the main topic of debate was whether the UK should become an integrated part of a wider European industrial grouping, or whether it should attempt to remain independent, working closer with the USA. It ended up deciding to go for the “middle way” working closely with the USA and Europe. At that time, Britain still maintained by far the largest aerospace capability in Europe, with aircraft and engine products in most market sectors, and was a leading partner in major international military and civil programmes. In 1988 it had 17 different fixed wing aircraft types in production, excluding participation in the Airbus programme. Two decades on and one of the world’s most innovative and productive aerospace nations appears to be within sight of the end of its capability to build complete aircraft. There is nothing firm to follow the Typhoon, and line closure might be brought forward if the Tranche 3 order fails to be confirmed, as widely predicted. No contracts have yet been signed by the MOD for production of the F-35 Joint Combat Aircraft, but even if this goes ahead, as it surely must, the aircraft are due to be assembled, integrated and flight tested in the USA or Italy, rather than the UK. Even Hawk production now looks as if it may be transferred entirely to India.

But a large aircraft manufacturing base sustained a massive supply chain and also led to a very competitive world capability right across the aerospace sector including leadership in such areas as automatic landing systems, radars, head up displays, missiles, electronic warfare, satellites, simulators, fly-by-wire controls, fuel systems, landing gears and advanced composite materials, an invention, along with radar absorbent materials and plasma screens, that had its origins in the government’s own research laboratories. Much of this activity continues to keep the UK in the “world class” aerospace league, though the companies involved are now mostly foreign-owned.

Today, there is nowhere in the UK that remotely equates to Toulouse as a generator of added value, no government facility on a par with Kourou and no general aviation production on the scale of Socata - and France also has Arianespace, Dassault and Thales, plus a significant share in EADS including Eurocopter.

The UK is still a very significant aerospace wealth producer, and the shareholders of UK based companies probably achieve better returns than anywhere else in Europe. Nevertheless, by running down aircraft production and encouraging foreign ownership on such a scale, the UK aerospace sector is increasingly dependent on programmes that are largely managed by decision-makers reporting to head offices based abroad. Does this actually matter? Rolls-Royce is thriving supplying engines to customers all over the world, and Martin-Baker has full order books. Thales may be French-owned but it is one of Britain’s largest and most active suppliers of defence electronics and simulators. Lockheed Martin UK, EADS UK and Boeing UK all play an increasingly important part in keeping aerospace wealth growing here. What is less clear is how it will be possible to incentivise future generations of scientists and engineers to work in the UK if the biggest profit (and therefore corporate focus) is being generated by managing through-life support contracts rather than designing, integrating and manufacturing new home-grown programmes.

There can be little doubt that US and European companies have brought much inward investment to the UK, which they have seen as their most rewarding defence market in Europe. The UK government has encouraged competition by spreading its defence contracts broadly on a non-national basis - almost a unique policy. The SMEs are desperately trying to think more globally, become even leaner and be innovative in seeking new markets, but where are the new programmes to create new business? It can’t thrive in a vacuum and aerospace legacy activity won’t last forever. Government ministers seem to think

that new strategy initiatives and new advisory councils are all that is needed - but this is no substitute for new programmes. The brightest hope is coming through ACARE in Europe with a steady advance in long-term R&D investment that may in time allow significantly advanced new technologies to emerge to sustain the current European success built by Airbus. More projects involving quiet, clean engines and unconventional aerodynamics are providing a badly-needed momentum but this is all long term.

With the UK and US armed forces working and dying together in Iran and Afghanistan it is natural that British Service chiefs see Anglo-US defence cooperation as a vital way of accessing new capabilities and retaining a high degree of operational interoperability. In stark contrast, most of Britain’s European NATO allies refuse to get anywhere near a real combat zone or actual warfighting, which seriously degrades relationships. This illustrates the gulf in military outlook between the US and UK and many continental Europeans. One of the outcomes of the recent EU Lisbon Treaty (mentioned only in the small-print) is the proposed intention of expanding a European defence force, outside NATO, taking over many national responsibilities and reporting to a European Defence Commissioner, who may in due course report directly to a European President! There has been virtually no media reference to this important proposal, which the British government has signed up to, but clearly doesn’t believe in, and certainly doesn’t wish to debate. Perhaps HMG thinks that as it will never happen we should all forget about it!

If the UK and US can fight together why shouldn’t they use the same kit? Increasingly they do, though because of the small numbers involved on the British side, it is a one-way trade. Much of the latest equipment used in theatre has been supplied under the UOR process. This is successful in getting new equipment into service quickly, but in the longer term it could threaten other programmes that are supposed to be maintaining a sustainable level of self-sufficiency

New Chairman - Sir Brian Burridge KCB CBE

The Council of The Air League has appointed Sir Brian Burridge as its new Chairman. He succeeds Mr Christopher Foyle who is moving to live overseas but who will remain a member of the League and has been appointed by Council as Deputy President (Overseas). In this role, Mr Foyle will continue to support the development of the League through his generous joint-funding with AgustaWestland of the studies currently being undertaken by CMS Strategic. Mr Foyle will also take an interest in the many facets of the EU and NATO and how they impact on our national interests in aviation and aerospace.

Sir Brian Burridge spent 39 years as a pilot in the Royal Air Force. He has held a front-line command at every level in the Service and spent a number of years in MOD in policy posts, including almost three years as the Principal Staff Officer to the

Chief of the Defence Staff. He commanded the UK Joint contingent of 43,000 personnel in the 2003 Iraq War. He left the Royal Air Force in January 2006 as Commander-in-Chief Strike Command and is now the Vice President Strategic Marketing to the Finmeccanica Group of companies. In his spare time, he is an RAF Volunteer Reserve pilot on No 6 AEF flying training Grob Tutor aircraft.

He has a first degree in Physics, an MBA from the Open University Business School where he holds an honorary doctorate, and was previously a Defence Fellow at King's College London working on the civilian control of the armed forces in emerging democracies. A member of the councils of the Defence Manufacturers Association, the Air League and the Royal Aeronautical Society, he chairs the Advisory Board of the Exeter University School of Business and Economics which



ABOVE –
Sir Brian Burridge.



LEFT –
Christopher Foyle.

includes the Centre for Leadership Studies. He is also on the Board of Advisors of the Southampton University School of Management.

continued from page 1

However, in spite of this unprecedented level of operational activity over a prolonged period, defence funding still reflects a peacetime requirement. The size of the Defence Budget simply does not equate to the MOD's strategic doctrine. Rises in defence expenditure are well below inflation rates and, in real terms, it is at its lowest level as a proportion of GDP since the 1920s. Almost 40% of the trained strength of the RAF is either deployed on operations, preparing to deploy or recovering into the training cycle. Sustained operations really take their toll on RAF personnel and their families. The RAF's senior leadership is alive to the impact and is working hard to improve harmony ratios, provide support to families and create greater headroom for recuperation after an operational deployment. But

they know that the outcome of Planning Round 2008 will offer little comfort with obvious dangers to morale, recruiting and retention.

The Air League has successfully raised the profile of a number of significant issues in the past. We have drawn attention to the chronic shortfall in battlefield helicopter lift throughout the three Services. The folly of the 2005 decision to take more than £1 billion away from the Future Rotorcraft Programme has really come home to roost. The need to fight two counter-insurgency wars in distant theatres both of which require ground forces to maintain high degrees of mobility brings this into sharp focus. The situation will be slightly improved by next year through the acquisition of six more Merlin helicopters and a recovery programme to restore eight Chinooks -

originally destined for Special Forces - to operational standard. But this lacks any sense of a strategic approach. The MOD is proposing further expensive life extensions for the Puma and Sea King fleets. Money is so short that "save now to spend later" has become the order of the day. The notion of "smart acquisition" is now firmly in the long grass and the much vaunted approach of Through Life Capability Management heralded in the Defence Industrial Strategy is proceeding only at a snail's pace. So much for long-term value for money! In this environment, The Air League's role is more important than ever: air power is a vital ingredient of the UK's Defence and Security policy and the technology, engineering skills and industrial investment that underpin it is part of a National strategic capability that was hard won but easily lost.

continued from page 2

in key areas. For example, UAV and UCAV technology is deemed a key future capability. So, will the new BAE Systems Taranis UCAV demonstrator stand much chance of developing into an operational air platform if in the meantime the US has introduced its own similar UCAV and is willing to supply it? And if it comes complete with all training, support and command and control wrapped into a single package, will the RAF have to ask US permission in certain

circumstances to use its own air assets? Will it be allowed to adapt and modify the air platform and ground stations as it sees fit?

If the RAF is ever perceived to have become just an adjunct to the US Air Force command structure then its value and effectiveness as an independent fighting force will be weakened, as will respect for the UK's global status. The requirements of British and US government interests are closely

inter-woven at the operational level but they are not always the same interests and retaining a clear national strategic focus as well as an ability to contribute specialist air assets to a coalition force is essential. The UK-US special relationship is more vital than ever but it must be based on mutual respect and mutual interest. In the last resort, the UK must retain sufficient national capability to fulfil the requirements that are clearly set out in its current defence statement.

THE ROYAL AIRFORCE

On 1 April, 2008, the Royal Air Force celebrates 90 years since it was established as the world's first independent air service, drawing together the combined air power that had been assembled and battle proven in the squadrons of the Army's Royal Flying Corps, and the Royal Naval Air Service. The new Royal Air Force emerged from the end of the First World War as the largest military air service in the world, with nearly 23,000 aerial assets - aeroplanes, seaplanes and balloons - operating from almost 700 bases. The First World War saw tremendous technical progress in military aviation. When war started in 1914 the British had only a tiny handful of seaplanes and aerial spotters, and almost all the aircraft were initially unarmed. This was soon to change and by the time the conflict was over the new independent force had in its inventory a strategic bomber fleet of huge Vickers Vimy and Handley Page O/400 aircraft that could fly almost anywhere they chose. After thousands of years restricted to land and sea, the nature of warfare had changed forever with the opening up of the skies as a third dimension.

Within a couple of years after its formation, the new RAF had



ABOVE – RAF C130 – a mainstay of current RAF tactical air transport operations.

shrunk to a peacetime strength of one tenth of its wartime size in terms of personnel, but aircraft numbers had plunged to just a few hundred. As today, they were scattered all over the globe in support of counter insurgency operations and aerial policing. The RAF officially took over from the Army the responsibility for policing Iraq in 1922 and in December 1928 undertook the world's first major aerial evacuation when Vickers transport aircraft successfully rescued 586 civilians from Kabul. Two world wars, a Cold War and numerous other conflicts later, the Royal Air Force is still performing outstanding service all



ABOVE – Nimrods continue to patrol away from the public RAF police dogs guard the base perimeter and parking



ABOVE – RAF Chinooks – keeping the Army's supply chain sustained.

over the world, its personnel retaining not just the pride and affection of the British people, but the support of millions of others who have come to rely on what it can offer to help on an increasingly hostile and dangerous planet.

Over the years the RAF has provided not just military air power where and when it was needed, but has also flown millions of miles and flying hours delivering food and material help to some of the most inaccessible locations following natural and man-made disasters. Countless lives have been saved through

- 90 YEARS ON

these intensive mercy mission operations while closer to home the familiar yellow helicopters have plucked injured seamen from heaving decks at night in raging storms, and rescued children and elderly civilians when floods have struck. And of course behind the scenes the RAF mission planners, the aircraft maintainers, the air traffic controllers, the administrative staff, the educators....all quietly go about their dedicated and

RIGHT – RAF VC10 tankers are still awaiting a replacement contract to be signed by MOD with Air Tanker, four years after the A330 was selected. Here two Tornados top up after flying another air patrol near the Iraqi border.



gaze, while areas.



ABOVE – “Tail chase” - or “You have to start somewhere!”



ABOVE – “In the office”.

highly professional tasks, part and parcel of what has become probably the most admired and respected air force in the world.

To quote the current Chief of the Air Staff, Air Chief Marshal Sir Glenn Torpy, the RAF today “is about as lean as it can get”. The Air League must play its part in campaigning to ensure that the Service is not forgotten when the time comes to restore Britain’s armed forces to a more appropriate level of funding to carry out all the tasks the government expects it to deliver.

The Society of British Aerospace Companies (SBAC) has launched its annual aerospace survey to examine the state of the UK industry. The survey findings will be published in July 2008 around the time of the Farnborough Air Show. Ian Godden, SBAC Chief Executive, said: "Our survey is the definitive look at the aerospace industry and it always provides valuable figures with which to analyse the industry and plan its future. The survey's quality is reflected in the fact that its findings are used by the Government as well as a large number of companies in the sector."

Singapore Airlines has selected the Rolls-Royce Trent 900 to power a follow-on order for nine firm additional Airbus A380s. The contract also includes a TotalCare® long-term services agreement. The airline previously selected the Trent 900 to power its initial fleet of 10 A380s, of which two have entered commercial service. These engines are also covered by a TotalCare agreement. Sir John Rose, Chief Executive of Rolls-Royce, said: "Follow-on orders are a strong indicator of customer confidence in our products, services and our people. We've been working with Singapore Airlines for over a decade and have established a strong relationship based on mutual respect and understanding. This has grown into a valued partnership." In addition to the two A380s currently in service, Singapore Airlines currently operates a fleet of 63 Rolls-Royce powered aircraft, including five Airbus A340-500s, 58 Boeing 777s, powered by the Trent 500 and Trent 800 respectively. The airline has also selected the Trent 700 for its future fleet of Airbus A330s, due for delivery from 2009. Nine out of the 12 operators who have made A380 engine selections to date have chosen the Trent 900, giving Rolls-Royce a market-leading 58 per cent share of firm and option orders. The Trent 900, one of the most powerful engines ever produced by Rolls-Royce, has been designed to minimise its environmental impact, and will operate well within the requirements of all current and proposed legislation on emissions.

The Trent-powered A380 comfortably meets the stringent noise limits for airports such as London Heathrow, one of the aircraft's early destinations for Singapore Airlines.

Rolls-Royce has also signed an agreement with Synergy Aerospace, part of the Synergy Group Corp of South America, for Trent XWB engines to power its next-generation widebody fleet of 10 firm - and up to 10 option - A350 XWB aircraft, due for delivery from 2015. The business has a potential value of \$880 million at engine list prices. Synergy Aerospace is a holding company for three airlines - Avianca in Colombia, OceanAir in Brazil and Vipsa in Ecuador. German Efromovich, President of Synergy Group Corp said: "Synergy Aerospace has important growth plans and requires next-generation equipment to ensure maximum operational capability, lowest costs and highest customer satisfaction. We are confident that the Trent XWB will help achieve this." Chris Cyr, Executive Vice President - Americas at Rolls-Royce, added: "This order further strengthens our relationship with Synergy and its subsidiaries. The Trent series will provide Synergy with unparalleled performance and reliability." In June 2007 Avianca, the Colombian flag carrier, placed an order for 10 Trent 700 powered A330-200s and 10 firm plus 10 option Boeing 787-8s with Trent 1000 engines. The Trent XWB will be the fifth Rolls-Royce engine type operated by a Synergy subsidiary. Other applications include the RB211-535-powered Boeing 757, operated by Avianca and OceanAir; the Tay-powered Fokker 100; the Trent 1000 for the Boeing 787 Dreamliner, which enters service in 2010, and Trent 700-powered Airbus A330, scheduled to go into service later this year.

Improved UK Testing facilities for Joint Combat Aircraft

A simulation facility, 'Cutlass', has been built at Abbey Wood, Bristol by courtesy of scientists from the Defence Science and Technology Laboratory (Dstl). The facility has

already helped to improve the understanding of how the Joint Combat Aircraft (JCA) will be used and has increased the UK's influence on the programme. The UK will soon need to select a variant of the US Joint Strike Fighter (JSF) to meet the requirement for the JCA - a decision that will significantly affect UK capabilities. The MOD therefore required a deeper understanding of the concepts of operation and tactics likely to be used by JSF in a range of scenarios. To help define JCA's requirements, Dstl built Cutlass, which is a 'man-in-the-loop' simulation facility. Cutlass brings together both technical performance and aspects of using the aircraft, its systems and weapons in a realistic situation. David Harrhy, a Dstl scientist said: "In one trial, aircrew flew the Short Take-Off and Vertical Landing (STOVL) and Carrier (CV) variants of the JSF in five missions. The results supported both an Investment Approvals Board review and the STOVL JSF critical design review. The UK now has a better understanding of how the different JSF variants match JCA's requirements and the simulation facility has enhanced UK influence within the JSF project."

The Boeing Company has completed Federal Aviation Administration (FAA) certification requirements for Japan's first KC-767 Tanker, receiving the FAA stamp of approval in the form of a Supplemental Type Certificate (STC). "The Japan Air Self-Defense Force asked us to complete passenger and main deck cargo certifications beyond what is normally performed on military aircraft, and we have received our FAA STC for those capabilities," said George Hildebrand, Boeing KC-767 Japan program manager. "Boeing is ready to deliver the first tankers in Japan's history and the most advanced tanker in the world today." The FAA previously certified the KC-767 for everything except passengers and main deck cargo. Boeing used a combination of Japan and Italy KC-767 Tankers to complete the testing, clearing the way for Japan to receive its first two of four KC-767s with the

2008 Annual Reception

The President, Chairman and Council are delighted to announce that our Annual “Champagne” Reception will be held at St James’s Palace on Wednesday, 4 June 2008. This is the occasion when our major awards for the year are presented, and certificates and badges are presented to those scholarship and bursary winners able to attend.

- Individual members wishing to attend the reception should complete the enclosed flyer and return it to the League’s offices as soon as possible.
- All award winners will receive a separate letter from the Director inviting them to the reception as a guest of the League, with an application form for tickets for their guests.
- Corporate members will also receive a separate letter and application form.

Members are encouraged to come along to this excellent occasion in the splendour of St James’s Palace. Please bring your friends and family along to enjoy our annual family occasion. The Palace sets a limit of 500 people attending but that should not deter members from applying.

Security requirements at the Palace will be the same as last year and those attending will need to produce in addition to an Admittance Ticket, issued by the League’s office, two forms of identification, which between them will confirm: Full Name, Date of Birth and Current Address. Full details available from the office.

As usual, the Director will need the help of young members to assist with ushering. Student or Intermediate members able to assist should contact the League’s office; **those selected to help will be admitted free.**

convertible freighter configuration in the first quarter of 2008 as planned. The completed tests also will help Boeing obtain FAA certification for the Italy KC-767 followed by delivery of the country’s first two tankers later in 2008. In the past few months, the Japan and Italy tankers have completed several significant milestones. Boeing successfully completed all required pre-delivery air refueling tests of Japan’s KC-767 Tanker including night refueling with an F-15E; completed the second Japan KC-767; flight tested on the Italy KC-767 a newly designed pylon that attaches the Wing Air Refueling Pod to each tanker wing; and completed FAA certification for the mission control system. Boeing has built nearly 2,000 tankers in its history, and in addition to flight-testing the KC-767 for international customers, Boeing is offering the KC-767 Advanced Tanker for the U.S. Air Force’s KC-X Tanker competition.

Boeing is celebrating a milestone for the T-45 Goshawk, the U.S. Navy’s premier jet trainer aircraft, which this week flew its 800,000th hour in its 15th year of service with the Naval Air Training Command. The twin-seat, single-engine Goshawk prepares student aviators to transition to front-line Navy and Marine Corps fleet aircraft. “No one is born an aviator - you become one,” said Captain Charles “Win” Everett, T-45 program manager for the Navy.

“Training in the T-45 is one of the most important steps a future Navy pilot takes. It’s a major accomplishment to rack up 800,000 flight-hours, but there will be many more such milestones, because this airplane will be around for a long, long time.” The Goshawk is a component of the fully integrated T-45 training system, which comprises high-fidelity instrument and flight simulators, computer-assisted classroom learning, an automated training-management asset and contractor logistics support. More than 3,000 student aviators from the Navy, Marine Corps and several international militaries have received instruction on the system at naval air stations in Meridian, Miss., and Kingsville, Texas, before earning their coveted “Wings of Gold.” Described by instructor-pilots who fly it as “eminently forgiving,” the T-45 is the only jet trainer designed to land routinely at sink rates of greater than 700 feet per minute, which are required for aircraft carrier-approach landings. Boeing recently rolled out the 207th Goshawk from its St Louis assembly facility, with a total of 221 currently under contract. The company has continually upgraded the aircraft with features such as leading-edge wing slats for better low-speed performance; high-gain nose-wheel steering for safer taxiing on crowded flight decks; and a reinforced composite stabilizer with increased span for better pitch control. Boeing builds the T-45 in partnership with

BAE Systems, which supplies the rear and center fuselage sections, wing assembly and main landing gear. Rolls-Royce provides the Adour Mk 851 turbofan power plant.

Qantas Airlines said on February 15 that it welcomed the Australia-US “open skies” agreement announced by the Minister for Infrastructure, Transport and Regional Development. The Chief Executive Officer of Qantas, Mr Geoff Dixon, said the airline had supported the Australian Government’s efforts to seek fully liberalised air services arrangements between the two countries at negotiations in Washington this week. This had been largely achieved. “We welcome the outcome. It brings new opportunities for growth and competition. Importantly, it will assist the further development of Australia’s aviation industry, as well as help increase trade and tourism with a major economic partner,” Mr Dixon said. Mr Dixon said Qantas was pleased to note the emphasis that the Government was giving to securing increased opportunities for Australian carriers. “Further liberalisation of air services arrangements with a number of countries is needed if Australian carriers are to grow operations and match opportunities available to foreign competitors. We hope to see our commercial plans and priorities reflected in the Government’s agenda for future air services negotiations,” he said.

MEMBERS' NEWS



ABOVE - The best bomber the RAF never had? This TSR-2 survived the official slaughter of 1965 which removed from the production lines what was then the world's most advanced tactical strike aircraft. It was a turning point both for the RAF and the UK aerospace industry. This example is seen at the new Air Space exhibition at Duxford.

James Hanson (Thales UK Flying Bursary 2007) expressed his sincere gratitude to the League and his sponsor for giving him a bursary. He completed his flying at the Bournemouth Flying Club, where he completed a night rating. He managed to beat the British weather and completed five hours in a Piper Warrior from Bournemouth Airport. He is currently coming to the end of his ATPL ground school phase at Cabair in Bournemouth, and adds that by being awarded this bursary it helped him financially and was a welcome change of pace from countless hours of classroom study.

Christopher Thompson (Sir Arthur Marshall Flying Scholarship 2007) thanks the League and his sponsor for the award. He flew the scholarship from Tayside Aviation, Dundee where he made valuable progress towards his PPL. His intention is to apply to join the Royal Air Force in the Spring/Summer and, if selected, he believes this experience will be very useful throughout his training.

Jon Sargeant (Sir Michael Cobham Flying Bursary 2007) wrote to provide an update of his current employment since applying for a bursary. He completed a flight instructor course and is now employed by Cabair at Cranfield and he has also been involved in flight instructor training with 616 VGS at weekends. He thanks both the League and his sponsor for the award and is most grateful for the opportunity to build on his aviation qualifications.

New Members

ATC Squadrons: 999 (Dunmow) Sqn ATC, 614 Volunteer Gliding Sqn and 291 Westminster & Chelsea Sqn ATC.

Corporate Members: Bridges Worldwide plc.

Full Members: Mr N J A Adlam, Mr C Bennett, Mr A Bland, Mr J N Currie, Mr W Dawes, Mr S Evans, Mr D M Heale, Mr A E W Henner, Mr J R Hockey, Mr T P Hope, Mr G H F Irwin, Mr P R Macgregor, Mr N MacLennan, Miss H Nobbs, Mr B J Pinner, Mr B Saeed and Ms J Thomson.

Student Members: Miss F Ajala, Mr J J Anderson, Mr M Alexander, Mr A Arkley, Miss K Astell, Mr J R Audcent, Mr B Bohan-Jones, Mr A S Burnell, Mr M P Chapman, Miss M Chawla, Miss S L Chell, Mr D G Chilcot, Miss E Crizzle, Mr D Davis, Mr G G Davies, Mr T Davies, Mr R Denny, Mr S J Dickinson, Mr G Dougherty, Miss E D'Souza, Mr B Filer, Mr T J Fulcher, Mr D Garside, Miss R C Geldart, Mr R Ghoorbin, Mr A Gray, Mr S Green, Mr L Haldenby, Mr P Hamilton-Gray, Miss C Harrison, Mr J W Heath, Mr D Hindley, Miss S J Jakubowski, Mr F A Khan, Mr O J Khan, Mr C A Kilbride, Mr J E Langer, Mr G W Linklater, Mr J N Lowe, Mr J C C Marshall, Miss A Milne, Miss C Moxon, Mr R Murison, Mr N Nicholas-White, Mr J J North, Mr L O'Sullivan, Miss M E Palmer, Mr O Paul, Miss O Phelps, Mr N Pogmore, Mr R J Potts, Mr S Pozerskis, Mr T D Putnam, Mr J R Ross, Mr J G H Russell, Mr D P Simpson, Mr A G Sutton, Miss J Tomlinson, Mr T J Vella, Mr J Wesolowski, Miss E L Wilce, Mr G Williams, Mr J J Wilson, Mr J Wilson, Mr B Wisser, Mr T M Woolcock, Mr G Wooten, Mr T J Wright and Miss G C Yeomans.

Diary Reminders

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| 4 June 2008 | Annual Reception
(full details will be announced in April) |
| 12 June 2008 | Annual General Meeting of The Air League
- Millennium Suite, RAF Club at 4pm |
| 11-13 July 2008 | Royal International Air Tattoo, RAF Fairford. |
| 14-20 July 2008 | Farnborough International 2008. |
| 21-25 July 2008 | The Guild of Aviation Artists 38th Summer Exhibition,
Mall Galleries. |
| 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 where you can register for changes to be sent to you by email as they are announced.



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