



# The Air League Newsletter

Issue 1: January/February 2012

**An Open Letter from The Air League to the new  
Secretary of State for Transport, Ms Justine Greening MP**

## **Civil Aviation Policy – All Systems Go or Journey to Nowhere?**

*“Dear Secretary of State,*

We look forward to supporting you in formulating a coherent strategy for UK civil aviation, as we have encouraged and supported your predecessors since 1909.

For too long Whitehall has lacked a meaningful overarching strategy to take UK civil aviation into the 21st century. The problem, according to Times columnist Matthew Parris on 12 November 2011, is that ‘successive transport ministers and their departments have lacked one crucial ingredient: an aim. New transport secretaries arrive and depart with a frequency any train operator would envy: Since 2001 there have been nine. The absence of any presiding political intelligence at the top has robbed transport policy of its drive, focus and coherence.’

The Prime Minister told the recent CBI conference that “I am proud to fill planes with businessmen and women and...we are putting in the money

to build world-class infrastructure to support a world-beating economy”, yet the DfT does not appear to be listening. Not content with leaning towards the loudest anti-aviation voice, the DfT’s lack of support for private investment in air transport infrastructure in the South East is in marked contrast to its policy for massive public investment in road, rail and port development. The UK air transport industry contributes over £50bn to GDP and £8bn to the Exchequer. The industry supports 1 million jobs directly and underwrites a further 2.5 million people in the broader economy, without any Government subsidy. But none of this should be taken for granted. Without an expansion in capacity, BAA could well see its customers taking their business to more user-friendly hubs in continental Europe and the Middle East.

*(continued on Page 2)*

## **CIVIL ORDERS SOAR**



*ABOVE - 2011 saw a massive flow of orders for new model re-engined 150 seat aircraft. Following the launch of the Airbus 320NEO, Boeing launched its own competitor, the 737Max, shown above. In December it announced that Southwest Airlines had ordered 150, plus 58 current model 737s, worth in total nearly \$19 billion – its largest single order ever. In their first year, these new Airbus and Boeing variants each attracted orders and commitments for nearly 900 aircraft.*

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# CHAIRMAN'S MESSAGE

## Future Organisation of The Air League

**O**ver the past few months we have been looking at ways of improving the way we run the Air League. This initially came about because the latest Charity Act makes it necessary for us to provide a revised governance structure for the Air League's charitable arm, The Air League Educational Trust. In addition because most if not all our activities fall within our charitable arm it seems sensible if the administration of the whole organisation is run from within the charitable part of the organisation. This has the probable additional benefit of at least some subscriptions being eligible for gift aid as well as a significant reduction in our business rates. Finally the Council at its last meeting agreed to rename the Air League Educational Trust - The Air League Trust. The Trust aims in its articles of association are already fairly wide and it was felt that this simpler name more accurately reflected its aims.

Next year therefore we will be asking all our members to pay their subscriptions to the Air League Trust. In addition we will be appointing a small number of additional Trustees to the Air League Trust to meet the requirements of the Charities Act.

We will continue using the Air League for those activities which fall outside our charitable status.

Finally one of the effects of these changes, some of which will need the approval of the AGM in June, will be that the Council will become an advisory body rather than a governing body with the financial responsibility for our organisation lying with the Trustees of the Air League.

All these changes – some of which will need the approval of the AGM in June - have been recommended by our legal advisers Farrer and Co - a leading London firm of solicitors who specialise in charities. It is also worth mentioning that many other organisations like ours are making similar changes to their structures, including The Royal Aeronautical Society.

**Keith Mans**

Chairman - The Air League.

*(Open Letter to The Secretary of State for Transport- continued from P1)*

There is already a two-tier element about national economic wellbeing and a 'United Kingdom' hinges on the maintenance of vital regional access to London. Amsterdam Schiphol Airport has 22 links to UK regional airports while Heathrow has 6, and this half dozen are in danger without any new runway capacity. The consequent loss of competition, opportunity and economic activity will not be met by high speed rail investment alone.

How does the DfT aim to cope with its own Aviation Forecast of some 500 million passengers by 2050? Your officials are keen to move the focus of British aviation policy away from Heathrow's third runway but this remains the elephant in the aviation room. London needs more airport capacity. Heathrow, the busiest international airport in the world, is overstretched. If, thanks to local protests and environmental concerns, it is unlikely to get the third runway it wants, London must either expand Gatwick, Luton or Stansted or build its own Chek Lap Kok if it is not to lose out to Paris and Frankfurt.

But such a solution would take at least two decades to come on stream, and we have a problem right now. Talk of improving "resilience" - so that the next time bad weather comes, the airport responds more effectively - is unlikely to

impress British business. The speaking notes your department are giving you sound too much like window-dressing. The easiest way to improve resilience at an airport operating at 98% capacity is to build some slack into the system. A single European sky would reduce aviation carbon emissions by 12% at a stroke while enabling better utilisation of airspace. Selective use of Heathrow runways in mixed mode would add more "resilience" but only the political will is lacking!

In sum, the UK enjoys the innate advantages of a time zone, geographical location and the English language to make it a global centre. When the Prime Minister opened the new Airbus wing plant, he was proclaiming the achievement of UK technology together with the jobs and wealth created. But the DfT risks negating this by acting as an airbrake on any reasonable efforts by UK plc private finance to develop the infrastructure that will keep these new wings flying. In the face of intense competition from the booming cities of the Middle and Far East, as well as more familiar rivalries with the likes of Paris and Frankfurt, the DfT must sustain competitiveness if the UK's leading aviation position is not to be irrevocably eroded.

**Please don't let this happen on your watch!"**

## Wanted: Longer Term Vision

**T**he UK's civil aviation sector, aerospace manufacturing and defence policies are clearly going through the toughest period in the last half century. These areas of national activity are extremely important to future prospects for the nation, and are all highly dependent on, and influenced by, government policies within which long-term programmes need to develop successfully in order to meet their respective aims. Yet all are currently suffering a disproportionate degree of angst from Westminster, even allowing for the turbulent economic environment. In this issue, in an Open Letter to the SofS, we point out how hostility to new runways in the South East is threatening London's hub leadership while European competitors expand to meet the fast growing demand from markets in Asia. This could cost UK plc £billions in lost business, as is now recognized throughout the business sector and Whitehall, but it would require considerable political courage to carry out such a "U turn" - and to argue with conviction against the suggestion that ministers had originally acted with undue haste in making such crucial national infrastructure decisions within hours of taking office.

The decision to double the planned increase in Air Passenger Duty for passengers flying from UK airports, from next April, has been roundly condemned by all the major UK airlines and described by the Board of Airline Representatives in the UK (representing 86 scheduled airlines) as "Devastating for the travel industry." A separate report on APD appears elsewhere in this issue. As if this development was not enough to contend with, the unilaterally EU-imposed Emissions Trading System, which is to be introduced from Jan 2012, could well lead to a global air trade war, with the USA, Brazil, China, India and Middle East nations all threatening retaliation on the grounds that the EU cannot impose this without general global agreement through ICAO. The EU insists it can. Revised UN emissions reduction targets (-30% by 2020 in the EU), widely regarded as unachievable in the timescale, and due to become legally mandatory, add yet further pressure on an industry that has more than met all its emissions reducing targets to date.

In December, Business Secretary Vince Cable MP hosted an Aerospace Business Leaders meeting - involving senior executives from Airbus, Rolls-Royce, Bombardier Aerospace, GKN, Finmeccanica and ADS - to discuss the opportunities for growth in the UK aerospace sector. Mr Cable later issued a statement that included the following: "The global aerospace market is constantly changing, it is important that Government works closely with our leading businesses to provide support and help the industry maintain its world leading position. The internationally renowned Farnborough Air show next year, gives us an ideal opportunity to showcase the very best that British aerospace manufacturers have to offer." He pointed out that UK aerospace companies have a diverse supply chain of some 3,500 companies in total, most of which are SMEs. However the evidence is that the UK aerospace supply chain is losing work overseas. That's why, he said, that the government had announced a fund of

up to £125 million to help reverse this trend and ensure that the sector can benefit from the massive growth that will take place in the global aerospace market over the next 20 years. Action from previous meetings of the Aerospace Business Leaders forum is already underway through the Aerospace Growth Partnership - chaired jointly by Mark Prisk (Minister of State for Business and Enterprise) and Marcus Bryson (CEO of GKN Aerospace) - with wide representation from business, government and academia.

But long-term vision in UK aviation, aerospace and defence policy, is still missing, and has been for some time. Look at where in the world aviation and aerospace are booming as design and manufacturing powerhouses and anyone will see clear, identified policy pathways supporting government vision for an expanded business future. In the UK we have become expert at managing decline, under the shadow of falling government R&D investment and massive defence cut-backs. Supportive words from ministers are not matched by direction-changing actions that encourage technically challenging projects on a scale that will make a difference. These cannot be expected to be wholly funded by the private sector. At present UK aerospace manufacturing industry has contracted to the degree that it can now only bid for junior roles on programmes managed, integrated and manufactured by other nations. Profitable maybe, but not a very ambitious or inspirational vision. There are some excellent new industry showcases, such as the new National Composites Centre in Bristol, and new wing factories at Broughton and Belfast, and Rolls-Royce civil programmes are booming, but where do the next generation of aircraft designers and engineers cut their teeth? Without a strategic vision within a clear national as well as European framework, the wider UK aviation sector can't thrive beyond the next decade and that is something to start working on now... not in 2020.

# THE 2011 AIR LEAGUE

## CAS – “AIR POWER

**M**embers of the Air League and their guests who attended this year's Slessor Lecture in the House of Commons on 15 December, were privileged to hear the Chief of the Air Staff, Air Chief Marshal Sir Stephen Dalton, relating how the legacy of Sir John Slessor is continuing into the challenging second decade of the 21st Century. This condensed report by the editor highlights major aspects of his address but does not include the lively question and answer session which concluded the meeting.

Introduced by Julian Lewis MP, former CAS and Member of the Air League Council, Air Chief Marshal Sir Michael Graydon, acted as chairman at the meeting. Sir Stephen opened his address by reminding the audience that Sir John Slessor had, in his military aviation career, which started in 1915 and extended to 1952, witnessed the birth of air power in the First World War, its application to inter-war overseas policing operations (in some Middle Eastern theatres of operation that are still familiar today) and right through the Second World War into the birth of the nuclear age. Flying over the Sudan, he had been hit by a bullet fired from a dissident marksman on the ground, again a situation that is still a daily danger to low flying RAF aircraft over Afghanistan.

CAS said that while we must remember and learn from the past, it is to the future that the Royal Air Force must place its focus. Recent operations over Libya in particular, as well as continuing commitments in Afghanistan have shown how the successful application of air power can buy choices for those taking the decisions. In the case of Afghanistan, he said, it has been shown that without the flexibility, agility, persistence and control of the air, very many more ground forces would have been needed to undertake the overall mission, and it might not have been possible to do this at an affordable cost. He said that perhaps few members of the public realised that the RAF had been committed to twenty years of continuous operations during which the advantages of air power – speed, reach, precision- have played a crucial role supporting political imperatives, such as peacekeeping and no-fly zone maintenance. Prior to the second Iraqi War, the RAF had been engaged from 1991 until 2003 in providing a no-fly cloak over Iraq. What has been imperative to success over Afghanistan and Libya was persistent ISTAR capability, giving outstanding situational awareness, he said.

Expanding on this theme, CAS said that layers of ISTAR capability have become integrated with ground forces, and other assets in theatre so that intelligence on hostile ground movements - or suspicious patterns of activity - can be identified, tracked and then appropriate action taken swiftly and with precision. This was so important as ISTAR



was capable of delivering very timely intelligence which made all the difference. It meant that ground forces could be kept small, but could stay one step ahead of the local threat. The air forces and other assets used were becoming fused into genuine joint forces, he said, giving the example of how RAF Tornado GR4s could react quickly to requests for assistance anywhere in Afghanistan as they could fly fast to deliver effects and were equipped to act as airborne control nodes working very closely with ground forces and helicopters.

Describing the massive support effort behind front-line operations, CAS recalled that in the last 12 months alone, the RAF had carried over 58,000 passengers into, out of and around operational theatres. The 48-year old VC10s were providing tanking support to many air forces as well as the RAF and the Sentinel R1s were playing a critical role in locating and tracking ground movements over a vast area and providing a greatly respected airborne data networking capability. Within six hours, as the Libya crisis unfolded, RAF C-130s were on hand to evacuate stranded civilians from remote areas, meanwhile RAF E3 Sentry AWACS aircraft were brought in to provide essential

# SLESSOR LECTURE

## BUYS CHOICES”



*ABOVE - A Royal Air Force Typhoon over Abu Dhabi. (Katsuhiko Tokunaga/BAE Systems)*

command and control facilities when the NATO AWACS fleet was unavailable. Even No 32 (the “Royal Squadron”), equipped with BAe 146s and 125s, was used to evacuate British diplomatic staff and others at a time when civil aircraft, without

protective defence systems, could not operate safely from threatened airports. CAS said that Operation Ellamy demonstrated why it was essential to retain the ability to deliver a balanced range of Combat ISTAR capabilities so that in meeting future, unknown threats, air power could respond with focused precision, if no longer in large numbers.

The need to work ever closer with other nations, to maximise joint exploitation of assets was clearly a necessity, following SDSR, and the RAF was showing that this could be done to extract maximum operational value at affordable cost, as providing the previous level of broad-based capability was not currently an option. With new remotely piloted air vehicles, new signals intelligence platforms (Rivet Joint), new transport/tanker aircraft (KC30 Voyager), new transports (A-400M) and the F-35C all due to come into service in the build up to Future Force 2020, CAS said that the Royal Air Force will still be a major force with significant global capabilities, but accompanying this will be painful changes in manning levels within a reorganised command structure and new reservist opportunities. The aim is to reduce overheads while retaining a powerful and flexible degree of air power that is capable of protecting national interests, but which in most cases can still be a major player in coalitions and partnerships with allies. The coming four or five years will be the most challenging period, he suggested, and there was no denying that risk management had become a key issue, because very difficult priorities had to be decided in the knowledge that not everything that the RAF would have wanted to retain could be kept.

CAS ended by suggesting that despite all the challenges it is facing, the RAF’s basic DNA would have been clearly recognizable by Sir John Slessor in today’s Service, but the most valuable asset – its people – were still the factor that made all the difference.



*ABOVE - The first UK F-35B evaluation aircraft has been rolled out in the USA. (Lockheed Martin photo)*

# LEADING EDGE *update*

## The Air League Leading Edge in 2012 – From Strength to Strength

*By Scott Pendry*

The Air League Leading Edge – the section of the Air League for younger members – continues to go from strength to strength and 2012 is set to be a fantastic year with a record number of events on offer for members. Already in the calendar (and being planned behind the scenes) are visits to RAF Valley, Scampton and Brize Norton, a BA simulator evening, a visit to Brooklands Museum, a visit to the ATC units of Northolt and Heathrow and, of course, our annual Air League flying day. This is just a snapshot of the events already set to take place and many more are in the planning so do make sure you check the website and our dedicated facebook page for further updates as the year progresses.

One of the events we are running on younger members' behalf is our 'Youth in Aviation' parliamentary reception. Now in its second year, this event is a great opportunity to highlight to politicians and key industry stakeholders the social benefits of youth access to aviation and the vital connection such activities have with the future prosperity of the British aerospace industry. Like last year, we'll be bringing together all of the organisations involved with young people and aviation under one roof and we'll be showcasing the many schemes that each organisation offers that are creating a pipeline of highly motivated and talented young people. The

main aim is to show parliamentarians that these organisations not only help the UK economy by fostering a career in aerospace but they also offer broader benefits to society by giving youngsters from all walks of life the opportunity to experience aviation at first hand – and enjoying the benefits that it brings in terms of personal development.

A further initiative that the Leading Edge would like to focus on is publicity. The chances are that many members have benefited from either a scholarship or bursary. However, while members are certainly aware of the opportunities available to them, the challenge is to inform friends and colleagues, whether it be through college, school university or work about how they too can benefit from the scholarships and bursaries by joining the League. It's really great to see how many people write in to thank The Air League, not just to this newsletter but many mainstream aviation publications too. Do keep sending these letters - it's fantastic to hear about your successes which, in turn, translate into excellent publicity for the League. For those members who might not necessarily fit into the 'Youth' section of The Air League, we'd love to hear from you too. While ex-scholars such as Red 9, Flt Lt Kirsty Stewart make the headlines, we'd also like to hear from ex-scholarship/bursary winners whatever their connection with aerospace/defence.

## APD – A Poor Decision

With the airlines of Europe not exposed to the high levels of taxation on travel that the UK market endures through APD, the decline in trade through UK major hubs has begun. Signs are showing that we are now at the tipping point for this tax. Unchecked the generation of income for the exchequer across UK industry will start to decay with potentially catastrophic consequences for the airline industry and the wider UK economy. For an economy that is heavily reliant on business traffic to and from

the financial centre of London and with other significant technical industries and institutions reliant on a flourishing and diversely connected aviation industry, now is the time for action.

Although government forecasts from APD predict £2.8bn for the coffers in 2012 and £3.6bn by 2016, the generation of wealth and jobs for the nation could far exceed these totals for the exchequer if aviation is allowed to innovate; in the process creating

## Air League/British Airways Environmental Conference

### *Rachel Fincham reports:*

Following on from the success of the event at Waterside in 2010, the latest debate took place in November and was hosted by British Airways and the Air League Leading Edge, with many professionals including Airbus, Boeing, CTC and Oxford Aviation offering career advice to invited sixth form students. After an initial mingling session, the students were asked to sit down for an in-flight safety demonstration by BA Cabin Crew - this led to many laughs as audience participants were given live life jackets rather than the dummy ones being used on stage.

Once the presentation on careers in aviation had been given by our very own BA pilots Andy Perkins and Richard Garner, the students were invited to take part in an open discussion about the future of aviation. This discussion was led by Keith Williams CEO of

British Airways and Jonathon Counsell who is the Head of Environment at BA. The students participated really well in the discussion and questions were being asked from all around the room regarding environment issues and what British Airways is doing to prevent climate change.

After the morning session the conference room was prepared for a debate on 'Are Emissions Trading Schemes a legitimate method for aviation to manage its carbon emissions?' This was a great success, especially as young people were given the opportunity to find out what opportunities there are in aviation and to talk to people who have already gone through the process. Plans are already in progress for next year and we are very excited about ways we can continue to develop on such a successful day.

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### **APD - continued**

jobs primarily for the young unemployed of Britain. A major airline of the UK stated publicly last week that the effect of the increases in APD has reduced their ability to expand, with 400 – 800 new jobs put on hold for 2012 as a result of forecast traffic levels. They have attributed this directly to passengers being driven abroad as consumers link into long haul flights from mainland Europe where government taxes on tickets are minimal. The Netherlands completely scrapped their APD a couple of years ago as a direct result of a loss of traffic for Amsterdam Schipol Airport, which saw a fast recovery in traffic numbers when the tax was removed.

The Air League fully supports the desire of Her Majesty's Government to drive down the deficit and return the UK to an even balance sheet and sustainable growth. We therefore call on HMG to commission an independent review of the effect of APD on the economic wealth of the UK. In its current form, APD does not only threaten the expansion and ability of UK airlines to remain competitive in the global market, but the very high tech, financial and tertiary industries on which the UK recovery is based will risk being sidetracked as the UK will be seen as an expensive place to conduct business.

In 2004 APD was envisaged as an "environmental tax" for aviation. Subsequent innovation and development has seen UK airlines and the airline manufacturers associated with these operators taking a global lead in addressing their environmental commitments. APD has not kept a pace with this innovation and is no longer fit for purpose. With ETS on the horizon there is now a viable solution in sight to assist all in addressing environmental concerns.

Therefore we re-iterate our request to the government. For the benefit of the UK economy commission an independent full review of the current system. Focus on growth of the entire economy and innovation in terms of environmental commitment. In doing so you will enable the UK to compete on a fair playing field in what, due to deregulation, is now a truly global industry. As a nation we have an aerospace industry we can be proud of, allowing it the opportunity to compete, develop and evolve will secure the future of a valuable contributor to UK coffers and in the process ensure we maintain our position as world leading in aerospace, finance and high tech industries.

**Andrew Perkins**

# MEMBERS' NEWS

## A Marshall visits Marshall!



ABOVE - Former Air League Scholar, Daniel Marshall, who was awarded the highly prestigious Air League Marshall of Cambridge Gold Medal for 2011, visited Cambridge recently to learn a little bit more about the Company, whose name is inscribed on the medal (Daniel is unrelated). Daniel is a First Officer flying Phenom 100 Executive Jet Aircraft for Flair Jets based out of Oxford, is no stranger to Cambridge Airport and its executive handling facilities, but he had not realised the depth and breadth of business undertaken there in support of a variety of customers, including the UK Ministry of Defence. He is pictured holding his Marshall Medal in front of a Hercules Aircraft in the Marshall Aerospace Hangars. Daniel was escorted on his visit by Terry Holloway, Group Support Executive, who said: 'It was a very real pleasure to welcome Daniel. Marshall of Cambridge has been a staunch supporter of The Air League for many years which was coincidentally founded in the same year as Marshall of Cambridge in 1909.'

**Dipeet Mehta, BA/ALET Engineering Work Placement Experience,** I recently completed the placement with BA and thoroughly enjoyed the week. I gained experience of every aspect of aviation from jet engine to flight-deck to in-flight systems, business

administration and how everything runs in the airline environment. I am really grateful to The Air League and British Airways, for all the effort that goes into making opportunities like this for young people.

**Tim Milne, BA/ALET Engineering Work Placement Experience,** In October I was fortunate to spend a week of work experience at British Airways Engineering, courtesy of The Air League and British Airways. During the week I spent time in their 'casualty' and scheduled maintenance divisions getting hands on with the aircraft including a ground engine run on a Boeing 777. At other times I was working in the Powerplant Support Facility, seeing the complexity and precision of what keeps the planes in the sky and understanding the day-to-day work that keeps a global airline running. On my last day I was introduced to the typical roles performed by graduate engineers such as liaising with manufacturers, regulators and management, coming up with innovative design solutions and supporting the engineers and their aircraft. The week was a tremendous opportunity and everyone at British Airways was so welcoming and helpful.

**Andrew Monk, Sir Michael Cobham Flying Bursary 2011,** I would like to thank The Air League for awarding me the Sir Michael Cobham 2011 flying bursary. This has enabled me to undertake my IMC rating at the Pathfinder Flying Club, RAF Wyton, where I am pleased to report that I am now nearing completion. It's been an exciting and challenging course which has enhanced my overall flying ability and airmanship alongside providing all the skills needed for safe instrument flying. What I have learnt will undoubtedly prove useful in my future aviation career and take me a step closer to achieving my ambition to become an RAF Pilot. I must also thank the instructors at the PFC for delivering first rate training, and Lady Cobham and the Air League once again for offering me this excellent opportunity.

**Lydia Szkatula, ALET Flying Bursary 2011,** I would like to express my gratitude to The Air League for granting me the 2011 Flying Bursary.

I am out of words to describe the experience I had at Cambridge Flying Group, flying the Tiger Moth. The instructors and members of the group were incredibly professional, friendly and efficient. I would thoroughly recommend anyone wanting to convert to the Tiger Moth to go to the Cambridge Flying Group. My aim was to use the air time to carry out a tail wheel conversion. The Tiger Moth, as you can imagine, is somehow very different from any nose-wheel aircrafts I had flown so far. Flying the Tiger Moth has been magical. The learning curve was steep and the training challenging but I enjoyed it immensely. Being able to control such a beautiful flying machine is incredibly rewarding and it has enabled me to sharpen my flying skills, which will be immensely valuable for my CPL training. Weather permitting; I look forward to completing my first Tiger solo in the next few days. It is also my desire to continue training in the hope that one day I can achieve a high enough standard to go on and display the aircraft. In the meantime, the dream lives on...

Thank you once again for this fantastic opportunity.

**Oliver Thomas, HQ Air Cadets (The Air Cadets Scarman) Flying Scholarship 2011:** I want to thank you for the fantastic opportunity that my flying scholarship gave me. I thoroughly enjoyed everything about it and I met some brilliant people. The staff and instructors at Wycombe Air Centre were all friendly, helpful and supportive. They pushed me to achieve my dream of going solo. I couldn't believe how quickly I picked things up, which was down to the excellent standard of teaching. At the end of my 12 hours I was truly sad to be leaving. I'm so grateful for the experience. It has really been incredible, and has definitely confirmed to me that the only thing I want to do is fly. Thank you again.

### New Members

**Full Members:** Ryan George, James Hamilton-Paterson, Katie Keenan

**Student Members:** Peter Abbott, Yousef Abubaker, Thomas Bean, Harry Brooks, Christopher Buckley, Hugh Chadwick, James Coughlin, Martin Ellul, Thomas Evans, Joseph Finnis, Aaran Henwood, Syed Hussaini, Samuel Horrocks, Jamie King, Sebastian Krzyzewski, Liam Lincoln, Lewis Lindsay, Charles Lord, Eleanor McBrien, Dale McLaughlin, Oliver Martin, Rebecca Mateer, Daniel Mathai, Rose Matheson, James May, Henry Mayne, Bruce Nairn, Daniel Neck, Chloe Newland, Stephen Pearson, James Porter, Bethany Ross, Alexander Sansom, Sebastian Tyler, Kristian Washington

### Diary Reminders

14 March 2012: Youth in Aviation, House of Lords

For up-to-date information on all our activities please visit our website at [www.airleague.co.uk](http://www.airleague.co.uk) where you can register for changes to be sent to you by email as they are announced.

  
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