



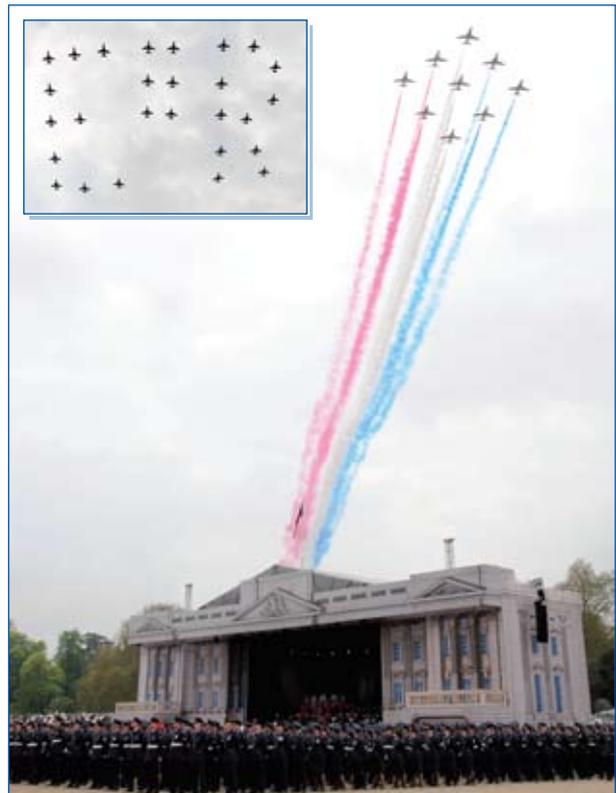
The Air League Newsletter

Issue 4: July/August 2012

UK AIR POWER JOINS IN JUBILEE CELEBRATIONS

Military flypasts from the Royal Air Force, Royal Navy and the Army featured prominently in the extensive programme of celebratory events that commemorated Her Majesty The Queen's Diamond Jubilee. The formations were involved in both the major events – the tribute by the Armed Services over Windsor and the fly-past over The Mall and Buckingham Palace at the conclusion of the official programme of celebrations. These momentous events were seen by millions packing the streets, parks and riverside in London as well as by several billion television viewers all over the world, including many Commonwealth countries which carried live broadcasts.

The main formation first made its public appearance over Windsor on 19 May at the Diamond Jubilee Parade and Muster, and comprised 78-aircraft, most of which were Tucano and Hawk trainers, but which included a box nine formation of Typhoons, a mixed formation of VC10 tanker and two Tornados, plus Hercules and the Spitfires and Lancaster of the Battle of Britain Memorial Flight, followed by the Red Arrows. The joint nature of today's UK helicopter operations were represented by rotary wing machines from all three Services. The Hawks flew in a precision "E II R" formation, and the Tucanos in a "60" formation. Sadly for many, the iconic Vulcan was unable to participate in any of these events following FOD ingestion and the subsequent explosion of two engines



ABOVE - The Red Arrows fly over the Diamond Jubilee Parade and Muster at Windsor and (inset) the impressive EII R formation of Hawks (Crown Copyright/MOD 2012)

in the lead up period before the Jubilee.

The familiar and well-loved spectacle of the concluding flypast up the Mall over Central London on 5 June, with the nostalgic BBMF Spitfires and Lancaster, plus the Red Arrows, brought the aerial pageant to a close in suitably upbeat style for the occasion, demonstrating how, despite all the UK's many problems, and the continuing concern over defence cutbacks, the Services can still put on a good show.

In this issue...

Flying in a new direction? P2 • Commentary by Aeronautica P3 • The Annual Reception P4-5
2012 Bursary and special awards P6-7 • Members' News P8

FLYING IN A NEW DIRECTION?

As the nation prepares to host huge numbers of additional visitors from around the world for the 2012 Olympic Games, it is becoming clear that the runway capacity deficit in South East England is becoming a burning political issue, with the airline, airport and business communities united in criticism of the government's lack of a strategy for dealing with the problem, while all three UK political parties have aligned themselves against any runway expansion at London's major airports – the only practical solution! While politicians posture and prevaricate on this (at the same time ordering the Department of Transport to study the matter in closer detail!), all the key ministers in the Coalition government, led by the Prime Minister and Chancellor, have already declared that whatever the studies conclude they remain opposed to a third runway at Heathrow, so it is not unreasonable to ask what the point of the exercise is if any prospect of objectivity has been rejected in advance...unless policy is about to fly off in a new direction. Speculation in the national press suggests Mr Cameron might be poised for a radical re-appraisal on this stance.

While the government dithers over what to do, the existing UK airport jewel in the crown, at Heathrow, is fast filling up because of the lack of runway capacity. With the vast new Central Terminal complex well underway, the airport will soon have more than enough terminal capacity, thus satisfying the desire of Junior Transport Minister Teresa Villiers to “improve the travel experience for passengers”, presumably giving them a smarter lounge and shopping environment in which to fill the hours when flights are delayed because the runways can't cope! It is now routine for take-offs at Heathrow to be delayed as departing aircraft join lengthening queues, and as incoming passengers endure extended

stacking circuits while ATC attempts to squeeze the maximum number of movements in and out of just two runways. This premier European hub was approaching maximum capacity at the start of the summer season so it remains to be seen how it copes with the extra Olympic traffic – unless non-sporting passengers are frightened off using London while the games are on, and according to the British Tourist Board this is a real possibility.

Singapore Airlines is a major operator at Heathrow, and General Manager UK/ Ireland, Mr. Phee Teik Yeoh, has expressed his concerns, which are shared by many other airlines at LHR. He has said, “The demand for business and travel is there and the launch of our fourth London Heathrow to Singapore service from October is testament to that fact. The reality, however, is that we have had these ambitions since 1998 but due to the difficulties in obtaining commercially viable slots at an airport operating close to capacity, it has taken 14 years for us to be able to realise them. Prior to obtaining our fourth slot, our only expansion opportunity was to introduce larger aircraft on our routes and as we operate A380s on all three services currently, even this option had been exhausted. The capacity problem is an urgent one which needs to be tackled and up until this point has hampered the expansion of our operations in the UK. The current situation is clearly not sustainable and so news that a third runway is back on the agenda for consideration can only be good.”

There have been plenty of government policy U-turns to date (reportedly around 40) so another one on enhancing runway capacity for London might result in less public criticism than ministers fear as millions of people will gain from action to safeguard London's business prospects in an aggressively competitive world.

The Editor



ABOVE - Terminal 5 at Heathrow with a British Airways Airbus A321 in the queue for take off (editor's photo)

COMMENTARY *by Aeronautica*

The sight of a mass flypast of British military aircraft over London and Windsor during the Diamond Jubilee celebrations recently demonstrated to millions of onlookers the continuing flying skills and professionalism of our Armed Forces. It is easily forgotten that for the vast majority of the population, a public flypast is probably the only exposure they will ever have to current UK air power, and in the main this is most often seen in the form of the Red Arrows and the Battle of Britain Memorial Flight. Probably the next most familiar military aviation image is that of the Royal Air Force and Royal Navy Search and Rescue helicopters that feature almost daily in the TV news, and can be seen in some numbers around Britain's coastline and mountain regions, although these high profile ambassadors are destined to be replaced by contracted helicopter services in the future. In terms of modern front line imagery, this is now dominated in media coverage by scenes of Chinook, Merlin and Apache helicopters in action over Afghanistan and, tragically, the steady repatriation of war casualties from that troubled country aboard giant C-17 transports.

A measure of just how much things have changed in terms of UK air power, and its public visibility over the years, can be seen by a glance back to a report on Her Majesty's Coronation Review of the RAF and Spithead in the July 1953 edition of Air Pictorial, then the Journal of The Air League. One thousand aircraft, from trainers to jet bombers took part at RAF Odiham, some 600 flying in the overhead formations, which had taken off from over forty different RAF bases. In the Royal Navy's flypast over the Spithead Review of the Fleet, which included 200 warships, some 42 naval squadrons took part, featuring over 300 aircraft! Today's front line is but a shadow of its former self, having shed nearly two thirds of its aircraft since the end of the Cold War, and nearly another third of its remaining strength in the last few years of near-continuous defence cuts. Naval fixed wing operational aircraft have, for the time being, gone altogether. While the latest air systems, with their precision weapons and superior situational awareness are far more effective than earlier generations of aircraft, the numbers available are now so depleted, major operations can only be contemplated by relying on other nations to supply key assets no longer available to the RAF and RN. This is no longer the subject for denial, but hailed as an example of modern inter-reliability! The official line, oft repeated, that "there is no money" could have been heard no doubt in the 1930s when defence lobbyists, such as Sir Winston Churchill, were described as "warmongers" by those who preferred the soft option of negotiating with a potential enemy who possessed



ABOVE - The Typhoon is today holding the line for the RAF, providing a multi-role combat capability that is the envy of many nations. The government has said it is fully committed to further enhancements which will include integrating the Meteor missile and a new AESA radar. (Editor's photo)

an overwhelming numerical advantage in numbers of soldiers and aircraft. After the end of the First World War British air power almost shrunk out of existence and at every stage over the next fifteen years, while Germany re-armed, Whitehall and Westminster resisted calls for defence to be strengthened. Thankfully wiser councils eventually prevailed, but only just in time.

In the lead up to, and period following, publication of the government's widely condemned 2010 Strategic Defence and Security Review, critics have pointed out that it is the government's first duty to provide for the nation's national defence needs, because nobody knows in a volatile world what might happen next and where national interests might be threatened. But the all-powerful Treasury, following years of having to support bloated and delayed defence programmes, now dominates defence policy as never before and which has been regarded by Ministers as "needing to be put back in its box". In political terms cutting defence

has thus been regarded as far easier to achieve, with quicker results, than tackling out-of-control welfare payments and the PC-favoured Foreign Aid budget, which has doubled. The net result of the SDSR changes have still not come fully to the surface, for following the final pull-out from Afghanistan, many UOR-funded procurements will reach the end of their short operational lives and in most cases won't be replaced. The recent government statement on future defence procurements states that funding will be allocated for as-yet unspecified ISR enhancements, but even if these come to pass they will only in-part replace lost capabilities, so the overall result may not be as positive as is being suggested. With nothing planned to replace the abandoned RAF maritime air capability, and speculation that orders for the F-35B will be minimal - and only vague references to future UAV and ISR requirements - nothing short of another policy reversal will restore UK air power to the level that was previously regarded as vital.

AIR LEAGUE 2012 ANNUAL RECEPTION

On Thursday 31st May, HRH The Duke of Edinburgh, patron of The Air League, hosted the League's Annual Reception in the wonderful setting of St James's Palace. The Air League's Annual Reception is a key event in the national aviation calendar and once again it proved to be an excellent opportunity for both sponsors and recipients of the scholarships and bursaries to meet one another. The weather was lovely and the Palace apartments provided

a shining backdrop as awards were made to those who had completed 76 awards in 2011 comprising 35 flying scholarships, 20 flying bursaries, 12 engineering scholarships and 9 gliding scholarships. Thanks to the stalwart support of our sponsors, the Air League now sets the standard for aerospace scholarships and as if to prove the point, the opportunity was taken to announce that Boeing has generously agreed to fund 10 flying scholarships focused on

young people, disabled people and veterans from all social backgrounds. The programme will involve a series of events across the UK aimed at giving young people an insight into the world of diverse career opportunities offered by the aerospace industry.

The evening also recognised a number of personalities who had made outstanding contributions to aviation beginning with Marjan Bledowski for his outstanding flying instruction record. For his epic microlight flight to Australia as a disabled



ABOVE - Tariro Gobere receiving her engineering scholarship certificate from the President



Michelle Parker receiving her flying scholarship certificate



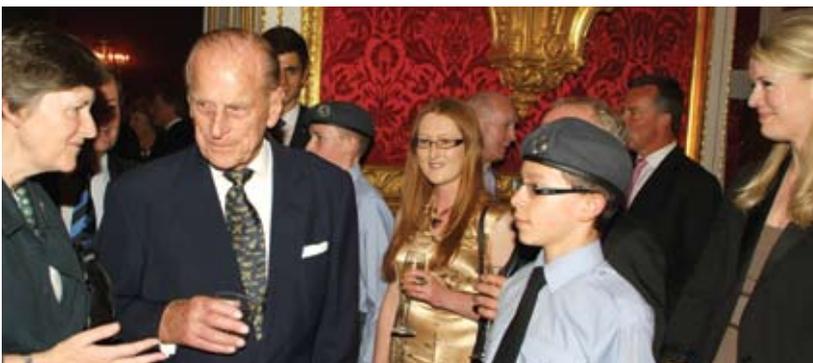
Sam Cooper receiving his Gliding scholarship certificate



Air Marshal Andy Pulford receives the Founders Medal on behalf of the RAF



LEFT - Sgt Anthony Russell RM being congratulated on receiving the Billy Deacon Trophy and a Breitling watch



Air Cdre Barbara Cooper, Commandant Air Cadets, with the Patron and Air Cadet helpers



Linsey Running received the Evie Saunders Memorial Cup

CELEBRATES AVIATION EXCELLENCE

pilot, a Framed Address was also awarded to David Sykes. In recognition of his work with the Vulcan to the Sky Trust on the anniversary of captaining the Black Buck 1 attack on Port Stanley airfield, a Framed Address was awarded to Martin Withers DFC.

The Billy Deacon Search and Rescue Memorial Trophy, commemorating Billy Deacon who was posthumously awarded the George Medal in November 1997, was awarded to winchman Sergeant Anthony Russell RM for rescuing two crewmembers

from the yacht 'Andriette' in difficulties in the South West Approaches on 7 July 2011.

The Marshall of Cambridge Medal was awarded to Victoria Cope for her enthusiastic and unstinting work in support of The Air League. The Founders Medal was awarded for the RAF's outstanding performance on operations over Libya in 2011. The Scott Farnie Medal, for meritorious work in the field of Air Education, was awarded to Robert Pooley. The Jeffrey Quill Medal, for meritorious work in the field of air-mindedness, went

to Air League Training Adviser Captain Clive Elton. For his outstanding contribution and unique achievements in aviation, Sir Michael Marshall was made a Companion of the Air League. Finally, the Duke was presented with a framed caricature of himself flying a Rollason Turbulent of the Tiger Club to mark 60 years as Air League Patron. Also depicted were many of the other aircraft with which His Royal Highness has been associated, and the mount was signed by members of The Air League Council and Trustees.



Sir Michael Marshall becomes a Companion of The Air League



His Royal Highness receiving a caricature of him flying a Rollason Turbulent to mark 60 years at Air League Patron



Bob Pooley receiving the Scott-Farnie Medal



Clive Elton receiving the Jeffrey Quill Medal



Victoria Cope receiving her Marshall Medal



Francesca de Florio of Boeing being presented to the Patron while scholarship sponsor Hugo Trotter DFC looks on



Flying scholarship winner Rachel Fincham with the Patron

2012 FLYING SCHOLARSHIPS

Sponsor/Flying Scholarship

The Prince Philip NPPL Flying Scholarship
 TAG Farnborough Airport NPPL
 Air Power Association
 BAE SYSTEMS (John Cunningham)
 British Women Pilots Association
 Captain Colin Barnes
 Cobham plc (Sir Alan Cobham)
 D G Marshall
 D G Marshall
 HQ Air Cadets (The Air Cadets Scarman)
 Hugh Pope
 Lady Humphrey (Andrew Humphrey)
 Rhodes-Moorhouse VC
 Robert Kronfeld
 Royal Aeronautical Society
 Sir Arthur Marshall
 Sir James Martin (Martin Baker)
 Swire Charitable Trust
 The Coachmakers Livery (Victor Gauntlett)
 The MacRobert Trust
 The Red Arrows Trust

Recipient

Mr J Baldwin from Clifton Moor, Yorkshire
 Mr A Webb from Hook, Hampshire
 Mr A Szymanski from Colchester
 Mr J Coughlin from Armagh, Northern Ireland
 Miss E Duffy from Roath, Cardiff
 Mr A Ballantyne from Evesham, Worcestershire
 Miss S Reed from Gwernesney, Usk
 Mr T Batchelor from Chertsey, Surrey
 Mr A Watson from Edinburgh
 Mr T Bains from Wolverhampton, West Midlands
 Mr M Dearden from Metheringham, Lincolnshire
 Mr H Griffiths from Reading, Berkshire
 Miss A Milne from Durham, Co Durham
 Mr R Ross from Grantham, Lincolnshire
 Mr J Wilkinson from Halifax, West Yorkshire
 Mr P Robinson from Farnborough, Hampshire
 Mr R Lewis from Taunton, Somerset
 Mr H Bedford from Okehampton, Devon
 Mr H Williams from Devizes, Wiltshire
 Mr D McLaughlin from Stockport, Cheshire
 Mr D Neck from Winkfield, Berkshire
 Mr M Puller from Durham, Co Durham
 Mr T Bean from Nantwich, Cheshire
 Miss K Chapman from Bedale, North Yorkshie
 Mr S Gervais from Langley, Berkshire
 Mr L Lincoln from Hatfield, Hertfordshire
 Mr K Marumo from Kingston Upon Thames, Surrey
 Mr D Mathai from Harlington, Middlesex
 Miss R Matheson from Angus, Dundee
 Mr R Paterson from St Andrews, Fife
 Mr C R Thompson from Durham, County Durham
 Mr A White from Wotton-Under-Edge, Gloucestershire
 Mr P Abbott from Studley, Warwickshire
 Miss K Gallagher from Uddingston, Glasgow
 Mr S Stoddart from Sale, Greater Manchester

2012 ENGINEERING SCHOLARSHIPS

Placement Company

Altitude Global
 British Airways Maintenance Glasgow
 Eurocopter UK
 Heli Air Ltd
 Heli Air Ltd
 Marshall Aerospace
 Marshall Aerospace
 Vector Fleetlands
 Vector Fleetlands

Recipient

Miss L Harvey from Stirling, Stirlingshire
 Mr J Coughlin from Armagh, Northern Ireland
 Mr D Mehta from Hayes, Middlesex
 Mr J Johnson from Warrington, Cheshire
 Mr J Williams from Cwmbach, Aberdare
 Mr R Aziz from London
 Mr A Young from Truro, Cornwall
 Mr T Small from Thatcham, Berkshire
 Mr M Titman from Sheffield

MEMBERS' NEWS

Ellie Nicholls, 2011 D G Marshall Flying Scholarship:

I would like to say a huge thank you for awarding me a 12 hour flying scholarship. The flying and lessons I learnt were truly phenomenal. Thanks to the fantastic instruction at Tayside aviation I was able to convert on to the P-28 and go solo. I was very grateful to be able to fly in G-EVIE (in memory of Evie Saunders) with (for some sorties) an all female crew. I also began to learn about navigation, completing 4 different navigation flights and did my first landing away from Dundee. I enjoyed meeting other Air League scholars; it is not very often you get to meet such like-minded and ambitious people and also being able to sit in the back of each others flights was a huge bonus! In addition to the flying we went to the RAF Leuchars Airshow with aircrew passes which was extremely kind of Tayside Aviation especially as we were able to fly out at the end of the day in the Seneca. Taxiing past the Red Arrows and some F-15s was both surreal and brilliant. The highlight of my scholarship had to be the sortie to Oban; after waiting patiently for days for the right weather it was certainly worth the wait! Navigating through the snowy highlands, following the frozen lochs and then arriving at what was a very sunny west coast of Scotland was an experience that I couldn't possibly ever forget. I really can not think of a more beautiful place to learn to fly.

2013 Subscriptions

Revised subscriptions with effect from 1 January 2013 were approved at the Air League Trustees Meeting held on 14 March 2012. The new rates will be:

Corporate Membership Category	Rate (Direct Debit)	Rate (Cash)
RED	£4,000 & above	£4,000 & above
WHITE	£1,250-£4,000	£1,250-£4,000
BLUE	£650-£1,250	£660-£1,250
GREEN	£190	£200
Individual Membership Category	Rate (Direct Debit)	Rate (Cash)
Full (over age 22)	£62	£65
Retired (over age 65)	£43	£47
Intermediate (age 22-27)	£43	£47
Student (under age 22)	£35	£38

1. Subscriptions are revised annually.
2. Individual Life membership £900.00.

Thank you again for the scholarship.

Lewis Travers, 2011 Engineering Scholarship:

I am writing to thank everyone at the Air League Trust for allowing me to spend a week at Eurocopter UK. I had a thoroughly enjoyable week, in which I learnt a huge amount. My aim was to learn and to gain an appreciation for how aircraft are maintained and the processes in place to achieve this. That goal was undoubtedly met and I left Eurocopter on Friday afternoon feeling very pleased with how my week went.

Stjohn Youngman, 2011 HQ Air Cadets (The Air Cadets Scarman) Flying Scholarship:

I am writing to thank the Air League for the award of a flying

scholarship. I completed my allocated 12 hours at Tayside aviation in September. I thoroughly enjoyed my 2 weeks there and made good progress towards gaining my NPPL. I had my first solo after 6 hours, and successfully used the remainder of my time to progress onto some navigation exercises; including a trip to Oban. I would like to pay special thanks to my instructor R J Mounce, who was excellent and provided me with all of the guidance and instruction I could have hoped for. My scholarship has provided me with an excellent starting point in my aim of gaining an NPPL. I plan to continue my training this coming summer in a Pitts Special and commence aerobatic training. Once again I would like to thank the Air League Trust and my sponsor for my scholarship.

New Members

Full Members: Lucien D'sa, Steve Fitz-Gerald, Nicholas Garland, Charles Hughes, Franziska Stache

Student Members: Jack Allum, Matthew Dearden, Daniel Hewey-Emmerson, Sam Jacob, Gregory Kelleher, George Newman, Richard Painter, James Wilkinson

Diary Reminders

17-22 July: Annual Aviation Paintings of the Year Exhibition, Mall Galleries, London

17 October: Andrew Humphrey Memorial Lecture, RAeS, 4 Hamilton Place

30 November: Aviation Forum and Environment Day, BA Waterside

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.


THE AIR LEAGUE

Broadway House
Tothill Street
London SW1H 9NS

Tel: 020 7222 8463
Fax: 020 7222 8462

E-mail: exec@airleague.co.uk

Editor: Richard Gardner
Material for consideration for inclusion can be sent via The Air League's office.