



The Air League Newsletter

Issue 5: September/October 2012

GOVERNMENT MINISTERS SHOW SUPPORT FOR AIR INDUSTRY

A feature of the 2012 Farnborough International Air Show was the large number of Government Ministers who attended, led by Prime Minister David Cameron MP, who officially opened the world's largest aerospace trade show of the year.

Mr Cameron said that the government would be “unstinting, unrelenting and unflagging in its commitment to making Britain the best place in the world for aerospace businesses to invest, design, manufacture and export.” During the week, Secretary of State for Business, Vince Cable MP, was joined by the Minister for Business and Enterprise, Mark Prisk MP, the President of ADS, Robin Southwell, and Marcus Bryson, GKN Aerospace CEO and ADS VP for Civil Aerospace, in presenting the initial report from the government/industry Aerospace Growth Partnership, entitled “Reach for the Skies”. In the Prime Minister’s Foreword, he says, “The huge potential in the global market – for trillions of pounds worth of new orders in less than twenty years – means that competitors around the world are investing and preparing the ground today. Britain must show the same foresight. That’s what the Aerospace Growth Partnership is all about. The group has been looking at what technologies, skills and supply chain changes we need to make – not just to retain our position in the market but to build on it. This report is just the start. We will return with a fuller strategy at the end of the year – and beyond that, we are determined to work hand-in-glove with industry to keep UK aerospace flying high.”

The AGP report (available at www.aerospace4growth.org.uk) highlights two key aims that need to be supported - to maintain the UK’s current global No 2 position and to secure more of the emerging international

aerospace market throughout the supply chain. It states that the UK needs to secure strategic work packages on new programmes as those currently being worked on will come to the end of production and support over the next few years. Action is needed now, it suggests, to ensure that public and private investment is increased to globally competitive levels. “The AGP is committed to rising to these major challenges for the benefit of the sector and, most importantly, for the UK economy.”

The AGP is aimed at creating a shared vision and plan for the next 15 years and beyond. Industry roadmaps will cover three areas where the UK aerospace industry is particularly strong: advanced aerostructures, propulsion systems and advanced aircraft systems. Specialist groups are looking at strategy, technology, manufacturing, supply chain skills and engagement and communications.



ABOVE - Secretary of State for Business, Vince Cable MP, at the Farnborough launch of the AGP initial report (Editor’s photo)

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FROM THE DIRECTOR'S CHAIR

Rooting through old aviation magazines in my garden shed (it's a male thing!), I came across an Air Reserve Gazette for September 1949 which The Aerial League of the British Empire published on behalf of The Royal Auxiliary Air Force, The RAF Reserves and the Air Training Corps. Those were the days. At a splendid Air League dinner held in Manchester Town Hall in November 1952, Flight magazine recorded that 'Lord De L'Isle and Dudley VC, Secretary of State for Air and Council member of the Air League, said that "We have now reached a critical point in a great revolution in transport. We take pride that we are at the head of development and design in aviation. But we have no time slowly and deliberately to ponder the situation. Perilously poised and dependent, all fifty million of us, on maintaining ourselves as a great power and as a centre of trade, industry and finance - the heart of a world wide connection - we must not fall back in the race.'"

Substitute seventy million for fifty million and these sentiments are just as valid today. The Air League will continue to speak out for serious research and technology in, and support for, all sectors of the British aviation and aerospace community. But this is more than just making stuff. China is planning 70 new airports by 2015 and annual growth for Beijing airport is projected at 13%, together with 19% for Djakarta, 15% for Dubai and 11% for Hong Kong. We need those entrepreneurs and travellers to come to the UK but our Heathrow hub has a projected decline in annual growth. To echo the words spoken in Manchester sixty years ago, we must not fall back in the race. The Air League has assembled an independent panel of experts to consider the vexed question of London airport capacity. It hopes to report shortly and a copy will be sent to No 10 Downing Street as well as to the Secretary of State for Transport.

Spreading Our Wings

In addition to 14 Boeing powered and gliding scholarships for disabled veterans and serving personnel to be flown in 2013, The Air League Trust is concurrently working with Boeing and City of London institutions to bring the excitement of aviation to inner city youngsters. Our initial aim is to work with schools in the Hackney area and although groundwork still needs to be done, these outreach projects illustrate how The Air League Trust is widening its horizons to deliver maximum public benefit.

Please Fill in the Forms

In June 2011, The Air League Council unanimously approved the proposal that 'henceforward, all Air League activities are run under the auspices of The Air League Trust, with non-charitable activities run separately by The Air League, a company limited by guarantee.' This change was not only necessary to comply with current charity law but also it was designed to maximize our income from Gift Aid and Council Tax relief which is especially important in these straightened economic times.

Consequently, you will notice a flyer with this Newsletter inviting you to sign the Gift Aid form and update your personal details. By signing the form you will be helping the Air League Trust to make more awards and if you are a higher rate tax payer, you will also be able to claim your marginal rate above the basic rate back on your tax return. If we could have your email address, it will also enable us to send out information expeditiously.

There is also a booking form for The Andrew Humphrey Memorial Lecture on 17 October. We are very fortunate in getting Steve O'Bryan to come across from Fort Worth to give us a glitzy presentation on the F-35 Lightning II Joint Strike Fighter, an aircraft that will both revolutionise aerial warfare and bring massive returns to the UK economy. I look forward to seeing you all there.

Andrew Brookes

MATCH THE WORDS WITH ACTIONS

As reported on Page 1, the government provided welcome ministerial support for the UK aerospace industry by sending a record number of ministers to the Farnborough International Air Show. This was an opportunity not to be missed by industry or the politicians, for the multi-trillion dollar aerospace global market over the next two decades presents a unique opportunity for UK-based companies in terms of generating highly skilled jobs, export revenues and wealth creation.

The figures speak for themselves, with estimates of \$3.2 trillion worth of large new civil airliners being required during this period, another \$215 billion to be spent on regional aircraft, \$600 billion on business jets and \$50 billion on helicopters. Add to this Britain's world leading position in aero-engines, and major participation in military air systems, including UAVs, space and missiles, plus advanced structures and systems manufacturing, and the future should be extremely bright if the industry is given the level of support that it deserves, and needs. At last Whitehall and Westminster seem to have got the message – aerospace matters, and must be supported. The big issue is not so much identifying how to achieve the aims in the Aerospace Growth Partnership initiative, but to see if government will stick by the commitment, for there is still a huge disconnect between the words and policy delivery.

The AGP is one of many government-supported aerospace strategy documents that have emerged over the years. With the PM talking about sustaining the sector's status into the future, appropriate policies will be needed to make this happen, for we can hardly expect to maximise opportunities as a result of minimal input. Things do indeed need to change, but industry is as much to blame for short-termism in aerospace decision-making as are previous governments for adopting a "hands off" approach to what should have been regarded as national crown jewels. After all, it was not government policy that decided that there was insufficient profit for shareholders building regional aircraft or business jets, or final assembly - and the decision to sell the UK's 20% share in Airbus was also purely commercial. The French, German and Spanish Airbus partners who

previously never had anything like the UK's aerospace manufacturing capacity, didn't share this new disinclination towards assembling, fitting out and test flying complete aircraft, and have subsequently established vast new facilities across Europe, creating tens of thousands of new jobs, on a scale unmatched in the UK, even allowing for expanded Airbus wing assembly. But while the UK aerospace industry has now changed beyond all recognition, it is nevertheless still remarkably resilient and has adapted successfully so that it is probably the most lean and efficient in the world, and most importantly its products are world class, and therefore in demand.

During his visit to Farnborough, Business Secretary, Vince Cable MP, made much of the decision to establish a new £60 million Centre for Aerodynamics and extra funding for 500 new Masters level aerospace engineers. (He later said that it was to be a "Virtual Centre" with links to existing facilities "though it will have a coordinating office somewhere".) A new partnership would see £28 million from government matched by £28 million from industry aimed at innovation projects, to encourage more hi-tec work through the supply chain down to SME level. Rolls-Royce was also being helped with its proposals for lightweight engine components and new projects that would reduce carbon emissions and fuel burn. This work on low emissions technology was being supported with "new money" he said. He agreed that training new engineers involved "a long pipeline" and at a Q&A session he said that it was important to encourage a forum between banks and the supply chain so the banks might better understand the longer term horizons of leading industries such as aerospace. We wish him luck in this! He also mentioned

new measures to change the way defence procurement is managed and sustained. This was expanded upon by Defence Secretary, Philip Hammond MP, who addressed an ADS sponsored seminar at the show. Mr Hammond said he favoured the application of a new Government Owned Company Operated (GOCO) procurement structure and work was underway to look at this option. He said a decision on the best way forward would be taken in early 2014. The former CDS, Lord Jock Stirrup commented, "I have lost count of the number of major reorganizations to which the mechanisms for defence acquisition and logistic support have been subjected over the past decade and a half. It seems unreasonable to expect superior performance from any organization that spends almost its entire time studying its own navel."

Currently, government R&D spending on aerospace and defence is running at around half the level of a decade ago and well behind all the UK's major competitors. If the contribution to wealth creation and export income generated by the aerospace and defence sectors is recognized in official circles, then why is there still so much emphasis on buying off-the-shelf as a default procurement policy? Defence products need home customer endorsement to sell abroad. Much positive thinking emerged from the ministerial delegation at Farnborough, but a potentially worrying comment during the show came from Mr Hammond in the context of more defence expenditure on cyber warfare, when he said, "Much will be invisible and we can't always tell people what we are investing in." Of course security must always be paramount, but keeping the public in the dark on just how little is being spent on their defence might become temptingly convenient in the future.



ABOVE: The Qatar-liveried Boeing 787 took to the air during the week providing a good demonstration of the aircraft's excellent handling as well as its clean lines.



A traditional English summer of pouring rain with bursts of sunlight ensured that most trade visitors to Farnborough International 2012 did not venture too far away from the exhibition halls, large corporate pavilions and company chalets. Within was much evidence of an industry very much divided between booming civil sales and struggling defence programmes. For the thousands of companies throughout the supply chain, it was a setting for mixed fortunes, depending on where, civil or military, most business was focused.



ABOVE: Richard Branson brought a full-size mock-up of his Virgin Galactic SpaceShip 2, which aims to give extremely wealthy passengers a brief taste of sub-orbital space travel. He also announced plans for using the mother-ship platform vehicle to launch small satellites into low earth orbit.

The big two civil giants, Airbus and Boeing, once again dominated the sales announcements with firm order multi-billion dollar backlogs now stretching some deliveries into the next decade! Managing civil production rates of nearly 50 aircraft a month for the two most popular 150 seat aircraft, while expanding wide body families, including the A330, A350, 787 and 777, to include new capacity or range extended versions, was a major talking-point, as was the Airbus decision to open a new A320 final assembly facility, the fourth, in the USA. News of defence programmes was plentiful, with new missiles and systems, as well as progress on upgrading Typhoon and progress on the F-35 holding much promise. Agusta Westland had a full helicopter family on display, including the latest Lynx Wildcat, and Britten Norman announced that manufacture



LEFT BAE Systems displayed a generic stealthy UCAV design which might follow the Taranis demonstrator as a next-generation surveillance and attack air platform.

MAIN PHOTO: The massive Airbus A380 once again had onlookers gasping as it performed a robust display, mostly within the airfield boundary!



of the Islander/Defender was returning from Romania to Lee-on-Solent. In contrast, the Space Zone was bigger and just as fascinating, and the Virgin Galactic SpaceShip 2 mock-up attracted much attention. Finding the future pilots and engineers to operate all the 30,000 new civil aircraft expected to be built over the next two decades plus those wanting to work in the aerospace industry was a major educational theme on the final Friday, Futures Day, when 7,500 young people flocked to the special Innovation Pavilion (where The Leading Edge stand made a huge impact). For those only able to come to the show by buying a ticket at the weekend, many may have been disappointed to find the



ABOVE: The mighty Vulcan was the star of the public days, opening the air show in style on the Monday, flying in formation with the Red Arrows. It is seen here landing over Farnborough's Lightning T5 Gate Guardian at the FAST Museum.



ABOVE: The first Westland AW159 Wildcat was handed over to the British Army during the show. It has a high level of commonality with the naval version.

main exhibition halls, containing so much of interest, were closed. However, the flying display was enlivened by the V-22, A380, Typhoon, Vulcan and Red Arrows, although, once again, many prominent static and flying display aircraft departed earlier in the week. The show was extremely well organized, had a record number of exhibitors and was full of industry news interest on the trade days, with over \$70 billion worth of orders being announced, although trade visitors were down 9% on 2010 and the weather may have contributed to fewer visitors on the public days.

LEADING EDGE

There's never been a better time to be a member of the Air League Leading Edge. The youth wing of the League have witnessed numerous events over the past few months including our annual Flying Day at Bicester, a trip to RAF Brize Norton, a trip to Brooklands Museum (with our friends at GAPAN Young Members) and the Farnborough International Airshow.

Annual Flying Day

Once again we were blessed with great weather for our annual flying day which saw over 120 first timers try their hand at a bit of gliding with the launch tally reaching 240 by the end of the day – quite an achievement. As well as getting some hands-on flying, the day's other purpose was to facilitate networking between members. With typical Air League camaraderie, members shared stories and experiences, whatever their level of experience and in characteristic form, the Welsh contingent ensured the companionship continued long into the night... Adding to the success of the day were some brilliant visiting aircraft including an immaculate Piper Cub, a

Boeing Stearman and the Classic Chipmunk of the Spicer group. Towards the end of the day, the SWIP team made an appearance. One of the newest air display acts on the airshow circuit, the two single seat composite kit aircraft provided a fantastic aerial finale to a fantastic day. The weather stayed strong throughout the whole day, and on into the evening, providing a glorious backdrop to the legendary Bicester barbeque. Thanks must go to Ben Darrington and Joe Audcent for flying young members (someone's got to do it!), Andy Perkins and Luke Roberts for running a smooth operation and all involved at Windrushers Gliding Club.



ABOVE - Lovely weather for flying – Leading Edge Flying Day at Bicester

Farnborough Airshow

Coordinated by Leading Edge Panel member Harry King, our presence at Farnborough proved to be a great success with numerous young people coming to the stand to find out



ABOVE - Leading Edge members on the A400M Atlas ramp at Farnborough

more about the opportunities the League has to offer. The Friday of the show saw the successful return of 'Futures Day' where over 3,000 young people were invited to attend to find out about working within aerospace. We certainly stood out in our bright blue polo shirts which acted as a beacon for youngsters looking for advice and information about flying, gliding and working within aviation. ...The 'ask me for free flying' written on the back clearly worked! Highlights of the weekend included a reception at Boeing announcing new Air League scholarships, a tour of the A400M and A380 and, of course, the numerous flying displays. A highlight of the flying display programme was, of course, Air League member (and Blue Peter Badge holder) Phil Bird who put the Hawk through its paces with a stunning display. Phil took time out to man the Air League stand and was an inspirational figure to have with us.

RAF Brize Norton

Leading Edge Panel member Flt Lt. Lucie Bird organised a fantastic visit to RAF Brize Norton in early June. The largest Station in the RAF, Brize is home to the Hercules, VC-10, Tristar, Voyager and will ultimately be home to the A400 Atlas when the aircraft enters service next year. The visit allowed Leading Edge members to get a unique, first-hand insight into how these iconic aircraft are operated. Highlights included experiencing the C130J and VC10 simulators and Leading Edge members Colin Field and Chloe Newland summarise the trip with their reports.

Colin Field:

I just wanted to feed back what a fantastic visit we had to Brize Norton. In addition to the superb and comprehensive mix of visits that Lucie somehow managed to arrange, the whole event ran exceptionally smoothly and we were looked after and fed much better than the course preamble might have suggested! Having never been in a zero-hour simulator before, the experience in the C130J and VC10 sims was terrific and informative, whereas visiting the various aircraft (be they airliners or parachutes!) and talking to the crews who operate them every day was nothing short of fascinating. Although entering into the RAF is a career path which I long ago discounted, I may have the opportunity to be deployed within the RAF as part of the engineering route which I am pursuing. Although previously unsure about this, the trip to Brize really helped me understand what the RAF is all about and have no doubts now that if this opportunity came up, I would go for it with all of my enthusiasm! Lucie should be highly commended for her drive and initiative in giving up her time to run this trip and I hope it will be able to continue after this year.

Looking ahead...

The Leading Edge is going from strength to strength and the dedication and enthusiasm shown by members of the Leading Edge panel will ensure this is the case. Activities being planned include an airside visit to Heathrow, a trip to see the Red Arrows and a visit to Hunter Aviation, a newly formed ex-military jet operator and maintenance specialist at RAF St Athan. We'll also be building on our ties with our friends and colleagues from the Guild of Air Pilots and Air Navigators Young Members, Royal Aeronautical Society and Aerobility.



ABOVE - Flt Lt Lucie Bird (far left) with the Leading Edge visitors at RAF Brize Norton

Chloe Newland:

An Air League Visit is never anything but eventful. The Air League's Leading Edge trip to RAF Brize Norton in Oxfordshire, escorted by Flt Lt Lucie Bird, was no exception. On arrival, after dinner and introductions, it was straight to the C130J full motion simulator and the schedule did not lose any pace until departure the next evening. As a woman aspiring to join the Royal Air Force as a pilot, it was an invaluable experience to meet and talk to those that have gone through the infamous selection process, as well as seeing the day to day activities of personnel on an active, busy, base. The twelve lucky leading edge members had the opportunity to have a go on two simulators, visit numerous aircraft, chat with Wing Commander Cochrane, gain an insight into air to air refuelling, and even visit the RAF Falcons. A massive thank you to everyone who made the trip possible and most importantly Lucie who was an informative, helpful and incredibly welcoming escort and guide! I would thoroughly recommend anyone to jump at such a priceless opportunity in the future.



ABOVE: Young visitors around the Air League stand in the Innovations Centre at Farnborough on Futures Day. (Editor's photo)

MEMBERS' NEWS

Andrew Ballantyne, Captain Colin Barnes Flying Scholarship 2012, I am writing to thank the Air League Trust for awarding me the Captain Colin Barnes scholarship which provided me with 12 hours of flying lessons at South Warwickshire Flying School. My very enjoyable week-and-a-half of intensive flying lessons, delivered by great instructor Ian Stevenson in the school's C-152s, allowed me to progress quickly and complete my first solo flight which is an unforgettable milestone in any pilot's flying career.

The huge sense of achievement after touch-down was second to none, whilst being a unique confidence building experience. Furthermore, the scholarship has strengthened my aspirations of becoming a military or civil pilot in the future – my ambition since I was four. I have chosen to study Aviation Management at university, starting this September, which will support my career choice of being involved in such an interesting and worthwhile industry. Due to the relevance of the extensive work of the Air League, I will be keen to promote the organisation to like minded people as I have gained so much from it through the scholarship.

Matt Dearden , HQ Air Cadets (The Air Cadets Scarman) Flying Scholarship 2012, I cannot thank the Air League Trust enough for my 12 hour flying scholarship that I undertook at Tayside Aviation, Dundee during the previous two weeks.

The course as a whole was just phenomenal. The instructors there were second to none and their excellent teaching and encouragement allowed me to quickly convert onto the Piper Warrior, reaching solo standard and beyond. I had the pleasure of being able to fly my first solo sortie in G-EVIE: a special flight in a special aircraft! One of the biggest highlights of the

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.

course was being able to fly in each others' aircraft for navigation flights and work with three of the other Air League scholars (Sam Stoddart, Dale McLaughlin and Khotso Marumo). This experience has given me a lot more confidence in flying and a wholehearted desire to pursue a PPL, hopefully in the near future. The course was demanding, but in the end it was definitely hugely rewarding. In addition, we also landed away at Fife which was very exciting (the runway is half the length of Dundee!) and had the privilege of sharing a hotel with the Red Arrows in the two days they were based at RAF Leuchars before their Olympic flypast. It was great to talk in depth with pilots who are at the top of their game and who had a big interest in what we were doing as well.

Once again, I am so grateful to the Air League Trust for awarding me a scholarship which yielded an unforgettable experience that was shared with a group of such talented and like-minded individuals with

whom I formed strong bonds.

Sarah Reed, Cobham plc (Sir Alan Cobham) Flying Scholarship 2012, My youthful ambition of getting my NPPL has been fulfilled with thanks to the Air League Trust and my sponsor. Without this sponsorship I would not have been able to succeed. This was a life changing experience, and now that I have started I will not stop as I can convert to a PPL and then hopefully further. I was an unusual candidate converting from a Glider Pilots Licence to a NPPL and I would like to thank Wellsbourne for supporting me through the conversion as it was new to my instructor Mr Stevenson. He instructed me through the variable weather windows of opportunity and did not let the wet British summer defeat me completing my skill and navigational flying tests at the end of the week. Overall after the two weeks I left with my NPPL, some great friends, instructors and mentors that I will return to for further instruction and advice in the near future.

New Members
Corporate Members: Ashbourne Strategic Consulting Ltd
Full Members: James Brown, Matthew Lane, Joseph Langer
Student Members: Laura Witham

Diary Reminders
 17 October: Andrew Humphrey Memorial Lecture, RAeS, 4 Hamilton Place
 30 November: Aviation Forum and Environment Day, BA Waterside
 3 December: Council Meeting and EGM, RAF Club

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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