



The Air League Newsletter

Issue 1: January/February 2016



(Editor's photo)

Although the Air League understands and accepts that the government wishes to ensure that the decision making process is legally watertight, it is disappointed with the Government deferral of its decision on the provision of new runway capacity for London and the South East. The only beneficiaries of such a delay will be competing transfer hub airports on the Continent (Amsterdam, Paris and Frankfurt) and in the Middle East (e.g. Dubai), who are already accepting connecting traffic that, were adequate runway capacity available, would travel via the UK hub airport, benefiting our economy, employment and global leadership in air transport.

Having established the independent Airports Commission under Sir Howard Davies, the Government said it would accept the Commission's recommendations after 50 years of vacillation on new runway capacity. After thorough analysis, the Commission unequivocally recommended a third northern runway be developed at Heathrow having also satisfied itself that environmental concerns could be addressed. This option was supported by the Air League in its submission to the Commission.

A new runway at Heathrow would generate over £200 billion in economic benefit to the UK, twice that of a new runway at Gatwick. It would enable many UK regions that have lost their

connections to the Heathrow global hub, to regain those vital links, helping their economies. The Government recognises the economic and social benefits of developing new transport infrastructure having backed the development of the HS2 rail link. The Air League believes that the Government could ensure delivery of even greater national benefit by confirming the Airports Commission recommendations in favour of a new runway at Heathrow. It also believes that further delay is unacceptable for the UK economy, its position and role in the global air transport network. That should not be sacrificed to short term political expediency. Its view, expressed in a statement issued on 14 December, is that this would not merely be unacceptable but unforgivable.

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Progress with Atlas Programme



(Editor's photo)

ABOVE - A400Ms being prepared at Seville

Following the grounding of the Airbus A400M Atlas last May in the aftermath of a fatal crash during the first flight of a recently completed aircraft, the cause was soon identified and corrected and during 2015 a major restructuring of the programme management has made great progress in restoring production flows and tightening up quality control in order to catch up on delayed deliveries, including to the Royal Air Force. The A400M is now operational with five air forces (France, UK, Germany, Turkey and Spain) and presentations have been made to nine more potential customers, with what are described as “serious negotiations underway”. The first aircraft for Malaysia are also in final assembly. The A400M flying totals have risen to 7,903 hours on 2,901 flights. Particular achievements during 2015 have included many important way points including: the first flight refuelling receiver trials from an A330 MRTT, and fuel delivery to two F-18 fighters, two-ton load extraction using parachutes, DASS and RWR self-defence tests, paratroop deployment trials and off-runway surface tests. Associated with low-level flights was certification of an enhanced vision system with night vision goggles. Certification of low level free-flight down to 150ft was achieved in late 2014, with height down to 500ft using NVGs. Infrared sensors and flare systems were also tested under many different conditions and included full flare jettison. The A400M has a very extensive DASS

system, which includes radar warning receivers and other systems, some of which are customer specific. Several RAF A400Ms have now returned to Spain for fitting and integration of the UK's DASS system. Various dynamic air drop tests have taken place with live jumps carried out. These tests confirmed that there are issues involved in using the two rear side doors for troop air drops. The turbulence from the powerful engines causes cross-over problems which can bring departing paratroops into contact with each other after exit, so measures are in hand to find and evaluate a solution. A test aircraft is being fitted with a spoiler which it is hoped may solve the problem, but tests will continue into 2016 using full-size representative dummy troopers. Free-fall jumps from the cargo ramp door have been certified for departures of up to 29 jumpers at a time. Sticks of 12 jumpers can be despatched from the rear ramp. Further tests in early 2016 include despatch of two x 58 paratroops in one stick and high altitude paratroop drops. Heavy cargo drops of loads of up to 4 tons have been certified for gravity and parachute extraction. Total loads of 12 tons have been despatched using three platforms carrying 4 ton loads each. The capability will be expanded so that 25 ton loads can be despatched in safety. Further tests in September and October 2015 have included landings and take-offs from grass runways and soil surfaces.

COMMENTARY *by Aeronautica*

COMING TO TERMS WITH TODAY'S REALITY

Instant news, instant conclusions and instant demands against a backdrop of social media networking provide information on a scale that has never been seen before. Our own CEO has been active on the Air League's behalf as a respected expert, using high-profile media appearances to make important points that contribute to providing some balance in reporting the news on aviation subjects. All too often, however, mainstream reporters are pressured to deliver "instant" answers to complex issues as their news editors in turn are pressured to out-shine competitors in the ratings or sales war. The result is often wafer-thin factual reporting, with a good helping of speculation and sensationalism to speed things along - to compress the item down to a few minutes, ready for the next "breaking news". For the average reader, or viewer, this barrage of reporting, now 24 hours a day, can be a numbing experience, so complex issues can become boringly repetitive after a while. This can be very frustrating of course, especially where issues as important as airport or defence policy are often subject to highly politicized reporting and a full appreciation of all the factors is often glossed over, no doubt because it probably can't be explained in just a few seconds, whereas a visual report of a protester chaining him or herself to a runway sweeper can attract several minutes of coverage. Similarly, sequences depicting "drone strikes" on terrorist camps can generate much agitation often at the expense of reasoned debate.

We have to come to terms with the reality of how today's mass media works, and maybe not have particularly high expectations from the main news broadcasts and headline press stories. At the same time we have to try and exploit opportunities to join in public debate wherever we can to encourage a wider understanding of the issues. The government re-think on defence policy is very welcome, and it follows much lobbying from organizations and well-placed individuals - as well as fellow NATO members - to do more, rather than less in defence, though we still do much more than most, apart from the USA and France. A major upsurge in terrorist activity was predicted years ago, along with warnings that to continue to slash defence spending was dangerous. With the shooting down of the Metrojet A321 and the Paris mass murders, world leaders have been forced to take security and defence more seriously at last, although the dynamics of the region are no clearer

to understand. Yesterday's enemies can become today's allies and today's allies may become tomorrow's enemies. Nobody can predict how the war against ISIL will develop. Turkey, a key NATO member, appears to be playing a two-sided game, allegedly facilitating oil supplies from ISIL and allowing arms supplies and terrorists to move between Syria and Turkey with little hindrance. Within months, Mr Putin of Russia has transformed his image from the aggressor in the Ukraine to the most single-minded and robust leader in the region.

One thing is clear. In lobbying for strengthened UK defences and our aerospace industry, the Air League is helping to steer policies and actions in a direction that will not only help safeguard our most valuable national assets- our Armed Forces - but a cutting edge industrial sector and skilled workforce that will continue to be as important in the future as it is today.

Media Watch

During October and November, CEO Andrew Brookes appeared on several television programmes.

Andrew also had a letter on the SDSR published in The Times on 24 November.



ABOVE - Analysing the Sharm el-Sheik air crash on Al Jazeera, English.



ABOVE - Discussing airport security with Evan Davies on BBC Newsnight.



ABOVE - In the old air traffic control tower at Greenham Common with Janet Ellis in Disappearing Britain, Channel 4.

The Strategic Defence and Security Review 2010 was widely condemned for being a cost-saving exercise that created gaping holes in Britain's defence capability, removed a sizable proportion of UK aerospace business and slashed the size of all three Services. While this was enacted under the pretext of eliminating the multi-£ billion "Black Hole" in the defence budget, the alternative measure of increasing defence spending and cutting a higher proportion of over-spend in other government departments was not adopted and indeed overseas aid was more than doubled. The deteriorating stability throughout the Arab world post 2010, combined with a more aggressive and expansive Russian foreign policy, soon brought the reality of high-level US warnings into sharp relief and vindicated all those individuals and organizations, including The Air League, who were calling for a reversal of the decline in Britain's defences. Under a Coalition government it was always going to be difficult to achieve this. However, the return of a majority Conservative government in May 2015, and an improved economic climate, enabled the long-awaited SDSR 2015 to commit to the restoration of some of the most serious capability short-comings that were threatening Britain's international reputation as a reliable defence partner.

The details of the most positive aspects of the forthcoming SDSR 2015 were leaked and "talked up" by 10 Downing Street over the weekend prior to release of the report, to suggest a massive re-building of Britain's defences in the light of the increase in terrorist activity in Europe and fears of growing tension in the Eastern borders of Europe and Russia. The Sunday and Monday newspapers duly splashed headline stories, including, "Defence review targets Russia and Isis" reporting increases in the numbers of F-35 and Typhoon jets to enter service and a "quadrupling" of jets to serve aboard the new aircraft carriers. Study of the actual report reveals a much less dramatic transformation being planned for the coming decade, though the worst shortcomings are now officially recognized, and many welcome decisions have been announced. However, in most cases the timescales involved in the new programmes are extremely long, still leaving severe gaps in place for between five and ten years before the replacements are fully operational. Importantly, there remain grave fears that there may well be significant difficulties in meeting the skilled personnel recruitment and training requirements for the reinstated squadrons and commissioning of two aircraft carriers. The shedding of so many thousands of military personnel during the last five years is going to make any restoration of a robust military force a lengthy and costly exercise.

The main SDSR 2015 air-related news:

Revival of RAF's Maritime Surveillance and Anti-Submarine Role

While Parliament was listening to the Prime Minister announce that Britain's lost Maritime Surveillance capability was to be restored, Canadian and French MPA aircraft were operating out of an RAF base to track a Russian submarine believed to be monitoring UK military communications from just off the Scottish coast. The procurement decision to acquire Boeing P-8A Poseidon maritime patrol aircraft was due to be announced in July 2014 but was delayed following the appointment of a new Secretary of State for Defence, and a re-examination within MOD of alternative air platforms. The SDSR 2015 decision will now see three Boeing P-8A Poseidons delivered to RAF Lossiemouth by 2020, with a full fleet of nine aircraft in service by 2025. This seems a slow pace of regeneration for such an essential capability but is probably dictated by the shortage of specialist crews in the air and on the ground five years after the ending of RAF MPA operations. It is not yet clear whether the new aircraft will be bought outright or leased, at least initially. It is intended to take the aircraft in a standard USN configuration, which should ease introduction and ramp-up to operational status, especially with the assistance of personnel who have maintained core ASW skills on the P8A through the "Seed corn" crew deployment scheme with the US Navy. This will need to be expanded as soon as is practical to rebuild a pool of crews for an eventual nine-ship fleet. There can be little doubt that the P-8A will restore and maintain the UK as a "First Division" player in maritime air operations

as this aircraft has the closest performance to that of the lost Nimrods, including high-speed dash capability and oceanic range. A down-side is that the P-8A has very little UK content and will require the supply of US sonobuoys, instead of the UK-supplied Ultra G size sonobuoys that are world leading in capability but which don't fit into the P-8s launch tubes. In due course some UK-supplied systems and weapons may be integrated onto the aircraft, but this will come at extra cost.

Increase in fast jet numbers



ABOVE - The F-35B will equip two squadrons by 2023 (Crown Copyright RAF 2015)

In contrast to the newspaper and TV headlines on November 22 and 23, the government has not ordered 138 F-35Bs or any new Typhoons, but has announced that it will form a second F-35B squadron. This was already announced several years ago as No 809 Naval Air Squadron, to join No 617 "The Dambusters" Squadron, both units to be based at RAF Marham when not aboard the new carriers. Post 2010 it looked as if there might be just one joint RAF/RN squadron with as few as 14 aircraft available for operational use to be shared between the two services. This dire prospect has thankfully now been replaced by a decision to have 24 F-35Bs, in two squadrons ready for deployment by 2023. This is a step in the right direction but is still eight years away. The government has committed so far to order 48 F-35Bs and says that it is still maintaining its plan to buy 138 "over the life of the programme", out to 2035. It is possible that some of these may be the less expensive F-35A model as the report does not detail which variants will make up the balance of orders beyond the 48 F-35Bs. A normal carrier air group deployment will have 12 F-35Bs aboard, though this could be doubled, and the review mentions that one of the carriers will be enhanced to carry and operate Royal Marine commandos and their helicopters. There is no plan to replace the RN's HMS Ocean helicopter carrier. This indicates that both carriers may be required to be in use simultaneously for longer periods than has been indicated in the past.

The formation of two more Typhoon squadrons of air defence fighters is another very positive announcement, as previously all 53 Tranche 1 aircraft in service today were going to be disposed of by 2019, and total RAF fast jet numbers have shrunk to a level where deployment tasking has become very over-stretched, as can be seen in the

current Syria crisis. Typhoon remains a superb interceptor and for QRA air defence duties is well suited without having to be expensively modified to give it a full multi-role capability. The latest Tranche 3 Typhoons have been placed into storage straight from the factory, but now these will be given the AESA radar upgrade and other weapons improvements and will then be well prepared to replace the last Tornado GR4s. It had been hoped that SDSR 2015 might have extended the GR4s life further, as they are so effective in the attack role, and Germany is refurbishing and keeping its Tornados until 2040, but if the RAF gets its full complement of Typhoons and a steady flow of F-35s beyond 2025 then this might maintain an adequate critical mass in the fast jet fleet. There are no plans for more cuts, but the overall fast jet squadron total is only going up to nine – one more than today – and is still three short of what was considered to be the minimum needed.

The Transport fleets gets a boost

Many observers, including the National Audit Office, doubted that the RAF could effectively carry out its support of Special Forces if it lost its fleet of C-130Js, which were due to be sold off in 2022. Even before the 2010 cuts, the Service had been under pressure to reduce the number of aircraft types across its inventory to no more than an arbitrary two in each category, but without the C130Js there would be no medium size tactical transport between the very capacious A400M Atlas and the Chinook helicopter, as the two BAe 146s bought for use in Afghanistan were also due to be withdrawn. The retention of 14 of the stretched-fuselage C-130J-30s with an upgrade to keep them in service until 2030, is therefore a very cost-effective solution to boost the flexibility of the RAF transport fleet and to sustain a global support capability for Special Forces. The C-130J is relatively young, and is ideal to carry the equipment needed for supporting SF operations, yet can fly strategic as well as tactical missions, including low-level with excellent night-vision aids, and is fitted with a comprehensive defensive aids suite. It can also fly from short unprepared airstrips, grass or desert, and two aircraft may be converted into air-to-air refueling tankers for extending the range of SF helicopters. This life-extension for the C-130Js should make an important difference in sustaining future overseas deployments.

The A330 Voyager tanker/transport fleet of 14 aircraft will be given more RAF tasking and one aircraft will be fitted out with a VIP cabin configuration, while maintaining its tanker capability. The long-serving BAe 125 VIP jets have gone and the four BAe 146s will follow, and will be replaced by yet-to-be decided business aircraft, possibly Airbus AC319s or Bombardier Global Express types. They may be bought or leased.



ABOVE - The Zephyr 8 is called a High Altitude Pseudo Satellite (Airbus Defence and Space photo)

ISTAR ASSETS

This is another area where concerns about future fleets have been addressed in the report. The Raytheon Bombardier Sentinel R1s, with their wide area surveillance radar systems are performing exceptionally well and will now be retained into the next decade instead of being withdrawn in 2018. The King Air Shadow R1 Signals Intelligence aircraft are also proving to be extremely valuable in anti-terrorist operations and the fleet will be increased to eight aircraft, with the intention of remaining in service until at least 2030. The Boeing 707-based E-3D Sentry AEW &C radar aircraft will remain in service until 2035, which implies the six aircraft will receive their long-awaited systems upgrade, and all three RC-135 Rivet Joint electronic intelligence aircraft will also serve for another twenty years. All these platforms provide the UK with world class ISTAR capabilities that are more vital than ever in today's world of irregular warfare. A surprise announcement was that an ultra-high altitude surveillance aircraft will be procured to provide additional support for Special Forces. This is believed to be the QinetiQ developed, now Airbus Defence and Space manufactured, Zephyr High Altitude Pseudo Satellite (HAPS) solar-powered electric air vehicle which can cruise at over 70,000ft for up to three months. This British-designed and built vehicle offers wide area persistent coverage at extremely low cost compared to manned aircraft or a cluster of small satellites to do a similar task. It is being developed to carry a larger payload and is thought to have a big export future. Another example of increased investment in unmanned platforms is the decision to replace the 10 current MQ-9 Reapers with 20 upgraded Reaper- based platforms under the Protector Programme. These will feature more power and endurance and weapons such as Brimstone 2. The commitment to work with France on developing a Future Combat Air System will continue and may result in a new unmanned or manned platform.



ABOVE - RAF C-130Js are being retained until 2030 (Crown Copyright RAF 2015)

Youth in Aviation Parliament

4th November saw organisations and individuals from across the aviation world come together in the House of Lords to highlight to politicians and industry stakeholders the social, economic and educational benefits of youth access to aviation and the vital connection such activities have with the future prosperity of the British aerospace industry.

Organised by the Air League with sponsorship from Boeing UK, the event was organised to highlight the significant benefits that the world of aviation can not only provide for young people, but also to the overall development of the United Kingdom as a whole. The focus this year was on encouraging young women into Science, Technology, Engineering and Mathematics (STEM) and aviation.

The main participants at the event were not-for-profit and charitable organisations such as; The Aviation Skills Partnership, The Royal Aeronautical Society, The Honourable Company of Air Pilots, Aerobility, Scouts Association, Air Cadets, Brooklands Museum, British Gliding Association, IMechE and the RAF Strategic Development.



ABOVE - Chief of Air Staff with Wg Cdr Nikki Thomas and First Officer Emily Lester

Keynote speakers were The Minister of State for the Armed Forces, Penny Mordaunt MP, Wing Commander Nikki Thomas, OC 12 (B) Tornado Squadron and British Airways First Officer, Emily Lester. They all spoke eloquently and enthusiastically about how women can have an extremely fulfilling career, operating at the top level of aviation. There is still work to be done, and the hope is that events like this one will help increase the amount of the female representation across the aviation industry.

Air League Trustee and overall organiser of the event, Andy Perkins, commented afterwards:

“The Youth in Aviation Parliament reception, was an incredibly important event for the aviation industry as a whole. The themes of the day were all focused on how we can increase the involvement of young people in aviation and to highlight the many benefits that youth access to aviation can bring to society. And I truly believe that we have made a lasting impression on the MP’s and Peers who were present, with a number of positive comments on the opportunities and skills that aviation can provide for the young people of Britain. It was fantastic to witness the MP’s really engaging with us to discover how they can assist in getting more young people, particularly women, involved with aviation activities both in and outside the curriculum.

“The main goal of The Air League moving forward, is to bring together all the organisations involved in aviation for young people, so we can portray a



ABOVE - Senior First Officer Andy Perkins addressing youngsters attending at the start of the careers event

...ry Reception a 'Huge Success'



ABOVE - The Leading Edge helpers

strong and consistent message. We're also focused on engaging and making sure the opportunities are there for the next generation of engineers, pilots and air traffic crew. This event is one of many that goes some way to achieving that goal, and over the coming years we're confident that aviation industry will become stronger and more together because of days like these".



ABOVE - Minister of State for the Armed Forces, Penny Mordaunt MP

Stephanie Searle, Bristow NPPL 2015

I am getting in touch to thank you for the scholarship provided by the Air League on behalf of Bristow Helicopters Ltd. This opportunity has been invaluable in helping me move closer to achieving my aspiration to fly for a living, providing me with the chance to successfully achieve my NPPL. The experience reunited me with my passion of flying which I can now share with others.

The highlight of the intensive two weeks was completing my cross-country qualifier. This was due to the combination of navigating solo for the first time since 2012, sharing radio communications with the Red Arrows and using airfield I flew out of on the University Air Squadron as a fix. Currently, I am now exploring upgrading the licence to a full EASA PPL licence to add on a Night Rating.

I would strongly encourage future scholarship winners to choose South Warwickshire Flying School as their school of preference. The staff members were passionate, dedicated and were more than happy to share their expertise where possible. Over the two weeks of my scholarship it became a home away from home and I am grateful to have been taught by those at Wellesbourne.

I cannot thank both the Air League and Bristow Helicopters Ltd enough for the opportunity provided. It has created a strong foundation for me to move forward with my flying career, whilst creating memories I will look back on fondly.

2016 Subscriptions

Subscriptions from 1 January 2016 remain the same. The rates are:

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	£200	£220
Individual Membership Category	Rate (Direct Debit)	Rate (Cash)
Full (over age 22)	£67	£70
Retired (over age 65)	£47	£50
Intermediate (age 22-27)	£47	£50
Student (under age 22)	£35	£38

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

Behind the Wire

A visit to RAF Lossiemouth

On a cold winter evening nineteen Air League members arrived at RAF Lossiemouth to be greeted by Sqn Ldr Phil Bird. We were then escorted to the officers mess and once we had dropped our bags off and got ourselves ready, we joined Phil and Flt Lt Andrews, before we sat down for our "working" dinner, where we were introduced to Flt Lts Saintry, Wardy & Fg Off Ryan, who would be with us the next few days, and other officers. During dinner we were able to ask them questions about their roles and life in the Royal Air Force and afterwards we headed to the bar to spend time with our fellow Air League members and everyone we met at dinner, and as the drinks were a reasonable price, we certainly had a good evening!

The following morning we were greeted by an amazing Scottish sunrise, which set us up for a full day with 6 Squadron Typhoons and XV Squadron Tornados. After breakfast we boarded a bus to take us to 6 Squadron, where Phil took us upstairs to the crew room, and once everyone settled in, he divided us into 4 groups, where we would take turns to see the Typhoon and Tornado aircraft and their respective simulators. Unfortunately not everyone was able to go in the Tornado simulator but whilst we were split into our groups, Flt Lts Wardy & Saintry along with Fg Off Ryan each took a group to their first activities. Those who were left spent the morning with Sqn Ldr Bird, who took us "up close and personal" with the Typhoon, and gave us a very thorough and enthusiastic tour of and insight into the Typhoon and some of its capabilities. After a great tour it was the moment

we were all waiting for, flying in the Typhoon simulator! We were greeted by Colin & Stuart who are civilian, ex- Tornado pilots who brief us on the use on the simulators. Each of us was given a good 20 minutes on what is the world's greatest toy! During the 20 minute virtual flights we took off from RAF Lossiemouth and flew over Scotland doing some basic manoeuvres, formation & low level flying and then an approach and landing at back at the base.

After lunch Flt Lt Wardy who took us over to XV Squadron. When we arrived we were greeted by Flt Lt Paul Hill (Hilly) who took us through to the briefing room where we received a good presentation on the Tornado GR4 and its capabilities. Following the slideshow we were shown some awesome footage of the GR4 in action. After the brief we were taken to the hanger and saw the Tornado close up including a look at the cockpit. Once the rotations had been completed we all met back at 6 Squadron's briefing room, where we were given an informative overview by Fg Off Ryan on the initial stages of the RAF selection, Initial Officer Training and Elementary Flight training then it was over to Flt Lt Saintry who presented an overview of the Basic Fast Jet Training on the Tucano and then the Fast Jet Training on the Hawk T.2. Next, Flt Lt Wardy, spoke about flying the Typhoon on the OCU at Coningsby and also Typhoon operations in the RAF, including its main QRA role. Both presentations were concluded with more footage from their flying training.

I would like to take this opportunity on behalf of the Air League, to thank Sqn Ldr Phil Bird who was extremely enthusiastic about showing us around Lossiemouth, and also for organising the trip. Also a special thanks are due to; Flt Lt Saintry, Flt Lt Wardy, Fg Off Ryan Fawcett, OC 6 Squadron Wg Cdr Jim Walls, Gp Capt P A Godfrey, Dave Allen, Dave Bolsover, Flt Lt Paul Hill and everyone at XV Squadron. And lastly everyone else who made this trip possible and giving us an invaluable insight to the RAF.

Such a great few days on the Air League's visit to RAF Lossiemouth with some amazing people!! We were lucky enough to visit 15 Sqn's Tornado GR4s, 6 Sqn's Typhoons and also go in both aircrafts' world class simulators !!! Alongside the visits we were able to learn more about QRA and also the training involved in becoming a front line fast jet pilot.

Bridget Donaldson



New Members

Individual Members: Sean Allerton, Williams Andrews, Charlotte Atkins, Abbigale Austin, Jack Austwick, Kojo Awotwi, Daniel Barclay, Harry Bell, Eleanor Birtles, Sam Burton, Dean Callan, Henry Cathcart, Vishal Chady, Mukarram Chaudhry, Kenneth Cross, Kieran D'Lima, Joshua East, Alice Goodwin, Philip Green, Cian Hanley, Arham Haris, Michael Harrison, Matthew Harvey-Samuel, Benjamin Heenan, Thomas Heyes, Olivia Hickmott, Callum Hughes, Zachariah Johnson, Sam Kennett, Umar Khan, Terry Langdon, Frazer McCambridge-Heal, James McDermott, Jack McGillivray, Stuart Michael, Dominic Middleton, Joseph Najdich, Blake Neale, Dickens Ngoma, Will Nicholls, Ben Nimmo, Shahrzad Pishdad, Dominic Paul, Alexander Sansom, Christian Sheer, Matthew Simmons, Charlie Smith, Rajinder Sur, Scott Toland, Samuel West, Christopher Whelan, Thomas Willis

Diary Reminders

3 May 2016 Annual Reception

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.

We wish all our
readers a Happy
& Prosperous
New Year




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