



The Air League Newsletter

Issue 2: March/April 2016

CIVIL SECTOR RAMPS UP



The onward march of commercial air transport manufacturing shows little sign of slackening after several years of record-breaking orders, though the fastest sales growth has been in the largest sector of the market – that for passenger airliners in the 150 seat category, where the current total order backlog is now 7,500 aircraft. This market is dominated by orders for either Boeing 737 or Airbus A320 family aircraft and this represents overflowing factory output for at least the next seven years, just to clear existing firm orders, not including options and other commitments. Even though Boeing and Airbus have opened additional final assembly lines to cope with the delivery demands the ramp-up in production has consequences right through the supply chain where second, or multiple, sourcing has had to be introduced to feed the growing output levels. The loser in the narrow-body sector has been Rolls-Royce which has no new-generation engine to compete with Snecma/GE's CFM LEAP and Pratt & Whitney's PurePower Geared Turbofan, though it is well placed in the wide-body high-thrust turbofan market, thanks to the continuing success of its world-beating Trent family.

During 2015 Boeing delivered 762 aircraft of all types, with Airbus delivering 635. These are staggering numbers by any standards. In the case of Boeing, the combined monthly output for 737s of all versions is increasing from today's 42 to 57 by the end of this decade. The latest iteration is the re-engined and re-designed 737 Max, which has just started its flight test programme and the company, celebrating its centenary this year, is on its way to transitioning production to the new model from the 737NG. Airbus has also moved further towards transitioning A320 production to its re-engined A320neo, which is now entering passenger service, though it has still taken new orders for the current models. Airbus is also increasing monthly A319/320/321 production to 60 by 2019. The long-delayed Bombardier C Series is

now entering service and with a passenger capacity of just under 150 in a one-class configuration might challenge the 737 and A320 in some market niches, but sales to date have been very slow. Similarly the Sukhoi-Alenia Superjet has so far failed to capture significant orders in the West, and all-new A320 look-alike 150 seaters from Russia and China seem unlikely to offer airlines sufficient benefits to have any impact on 737 and A320 sales outside their own domestic markets. The market last year for wide body airliners saw almost stagnant growth at the top end, for the Boeing 747-8 or Airbus A380, but future sales of the next generation Boeing 777-X and stretched 787s and Airbus A350s should see these order books swell as older generation widebody jets are replaced over the rest of this decade.

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BRITISH AIRWAYS TO FLY FROM STANSTED

For the first time, British Airways is to start flying scheduled services from Stansted Airport in Essex. It will introduce new flights to Faro, Malaga, Palma and Ibiza under the BA City Flyer banner using Embraer EMB190 jets. This represents an important expansion of its London network, complementing its comprehensive European and global network served by flights from London City Airport, Heathrow and Gatwick. Stansted is now owned by the Manchester Airports Group (MAG) which bought the airport in 2013. This new service is likely to be popular with tourists and those with second homes in these areas. Both Ryanair and EasyJet have come to dominate this market in recent times so the BA service, which initially will operate only at weekends from May, will introduce extra competition and help develop this modern airport.

Media Watch



ABOVE - Chief Executive Andrew Brookes discussing the RAF bombing campaign over Syria on BBC2 with Victoria Derbyshire.

THE ULTIMATE NIGHT WATCH



ABOVE - London at night, taken from space by Major Tim Peake

AIR LEAGUE 2016 ANNUAL RECEPTION

The following awards will be made at the Air League Annual Reception to be held in St James's Palace on 3 May 2016.

The Founders Medal to Major Tim Peake for his exploits in space.

The Gold Medal to commemorate the 75th Anniversary of the Air Cadet Organisation which was founded by the Air League.

The Scott-Farnie Medal (for achievement in the field of air education) to Dr Robert Fleming.

The Quill Medal (for work encouraging airmindedness) to Keith Williams, retiring chief executive of British Airways.

Framed Addresses

Framed addresses will be awarded to:

- Tracey Curtis-Taylor for her flight in her Boeing Stearman open cockpit bi-plane from Farnborough to Sydney in Australia.
- Johan Wiklund, a Swedish commercial pilot who completed a solo unsupported flight in his de Havilland Cirrus Moth from Sweden to Cape Town.
- Howard Wheeldon for his distinguished work as an aerospace analyst and commentator.

COMMENTARY *by Aeronautica*

THE GOOD, THE BAD AND THE UGLY

They say that if an aircraft looks right then it probably is. Aviation history tends to support this theory, as it is littered with examples of aircraft that looked inspirational at first sight and flew impeccably while others looked as if they should never leave the ground but along came fly-by-wire and they did. And then there were the ugly ones which looked monstrous from any angle, yet managed to deliver what was asked of them. Nobody could ever describe an Apache attack helicopter or an A-10 as having good aesthetic qualities, but they both truly look the part and are feared greatly by their foes, which cannot be said for all military aircraft. We all have our own ideas of which aircraft might be slotted into which category, but in the case of the two uglies mentioned above, they are both proving difficult machines to replace. The best Apache replacement on the market after 40 years in the air is still another Apache, as the MOD accepted as it struggled to decide what to acquire to meet the Army's future needs. In the case of the A-10 Warthog, the US Department of Defense has announced its impending demise many times but it is so indispensable it just keeps bouncing back, as it is doing once again. Over Afghanistan in particular the skies were the uncontested domain of the Apache, the A-10 and the Harrier. The A-10 still remains the most cost-effective and visible close support aircraft, though high threat areas over Syria and Iraq often demand high or medium altitude precision weapons release. The F-35A remains the official A-10 replacement in the USAF, but many question why a stealthy supersonic \$100 million weapons and sensors platform is deemed to be a suitable, not to say affordable, way of taking out terrorists shooting from the back of a pick-up truck or an upstairs balcony. With Brimstone missiles and Paveway bombs costing six figure sums a time, launched from very expensive multi-role combat aircraft, the humble A-10 and its frightening 30mm chain gun indeed seems in comparison a much lower cost alternative. Even without firing a shell, in some circumstances a high-speed low-level pass can generate more fear in an enemy than a bomb arriving from a clear blue sky, as RAF Tornados proved many times over Helmand.

The arguments will no doubt continue to swing for and against the use of sophisticated versus simpler platforms for countering irregular warfare, but the lessons of history should not be dismissed too quickly as being obsolete. Overwhelming air power over Vietnam failed to prevent the defeat of the nation it was attempting to protect, while over the Falklands, sleek-looking Argentine supersonic fighters were defeated in large numbers by a handful of subsonic Harriers. The UK no longer has any dedicated close-support aircraft to follow the Jaguar and Harrier and so this task now has to be undertaken by either a supersonic combat aircraft or an unmanned Reaper. Today's RAF front line is sadly depleted and stretched to the limit, but the quality of its equipment and pilots is as high as ever even if it has little critical mass. The eventual arrival of F-35Bs, if they live up to the promise in capability terms, will restore a degree of operational flexibility which vanished with the last of the Harriers. However, unlike a Harrier, an F-35B will probably never attempt to fly off a helicopter deck on a warship, or the deck of a container ship, or grass field, but will be globally deployable from the new carriers and, if need be, from small airfields. It remains to be seen if they will be able to deploy to truly dispersed sites. The memorable and now historic images of Harriers operating from wooded sites, fields or country roads (or the more likely urban car-parks) in Germany didn't reflect the extensive mobile support and site defence force that also had to accompany, or be pre-deployed to, such routine exercises. But with Russia now becoming more of a threat once again

in Europe, maybe dispersed operations should not be entirely dismissed.

Does an F-35 look the part? Is it good-looking or ugly? Who cares? It is an incredibly complex and formidable machine. The words Good, Bad and Ugly, may forever be linked to Clint Eastwood and a tough-guy image, but this is also surely very appropriate for the development history of this new combat aircraft – which we can't get our hands on too soon.

LEFT - The formidable AH-64 Longbow Apache from Boeing.



New Aircraft Wing Development and Test Centre Announced

The Chancellor of the Exchequer, George Osborne, joined Airbus Chief Operating Officer, Tom Williams in January to announce a £37 million investment in a new Wing Integration Centre at the Airbus site in Filton, Bristol. The new facility will be an advanced testing centre for large structural components. It will enable Airbus and its partners to develop new and cutting edge ideas, helping underpin the UK as one of the world's leading aerospace sectors.

The project is receiving funding from the joint industry and government aerospace R&D funding programme, delivered as a partnership between the Department for Business, Innovation & Skills, the Aerospace Technology Institute and Innovate UK. When it opens in 2017, it will house around 300 highly-skilled engineers who will develop and test aerospace technology. The Chancellor said, "When it comes to aerospace design Britain is the innovator of Europe and I want to see us going even further and becoming the global leader. That is why we are committing £37m for a new cutting-edge research facility right here in the heart of the South West. Not only will the new research centre play home to some of the most exciting innovations in aerospace, for years to come it will also protect hundreds of highly skilled jobs."

Tom Williams said: *"I would like to thank the Chancellor for visiting Filton today and making this vitally important announcement for the UK and Airbus. It is crucial we take the lead in developing new technology and this facility will help to shape the future of air travel for decades to come. This joint investment is a further boost to the Airbus site at Filton which is the global leader in design and testing of wings, fuel systems, and landing gear."*

"This new centre is vitally important for the UK as it secures a future wing capability for the country," said Gary Elliott, CEO of the Aerospace Technology Institute. "As well as being a state-of-the-art test facility, this will act as a centre of excellence for the UK's engineers who work on wing design and integration."

Filton has seen significant investment in new facilities, most recently the £70 million Aerospace Park as well as other ATI-funded research projects into future technologies. A further £100 million has been invested in facilities to test aircraft systems on the Filton site. This project is receiving funding from the joint industry and government funding commitment for aerospace R&D, worth a total of £3.9 billion to 2026. The funding supports projects which build on the UK's strengths and develop the products and manufacturing technologies that will best position the UK to sustain its global competitiveness. The commitment was made in 2013 and the 2015 Spending Review announced that the funding would be extended by 6 years to 2025-26, worth an additional £900m from HMG. The Aerospace Technology Institute was created by Government and industry to guide investment into research and technology projects that will sustain and enhance the UK's competitive advantage. Its Technology Strategy, launched in July 2015, defines the best combination of capabilities, technologies and products to advance next-generation's civil aircraft, enabling industry to exploit anticipated global growth, and deliver value to the UK economy through the sector's high productivity and skills. Innovate UK is the UK's innovation agency. It works with people, companies and partner organisations to find and drive the science and technology innovations that will grow the UK economy - delivering productivity, new jobs and exports and keeping the UK globally competitive in the race for future prosperity.

F-35A LIGHTNING II COMPLETES FIRST TRANSATLANTIC OCEAN CROSSING

The Lockheed Martin F-35B is the most important new combat air programme in the UK's future inventory, and upon its success depends not only a new generation of RAF land-based attack squadrons, but crucially, the operational justification for the Royal Navy's two new aircraft carriers, which will not be able to operate any other type of fast jet combat type. But it is now Italy that is taking the European lead in introducing the new aircraft. As if to underline this achievement, an Italian Air Force F-35A Lightning II (the conventional configuration) completed the first transatlantic ocean crossing by this aircraft type, arriving at Naval Air Station Patuxent River, Md. from Cameri Air Base, Italy, on February 5. Aircraft AL-1, the first of its type fully built overseas at the Cameri Final Assembly & Check-Out (FACO) facility, was piloted across by the first Italian Air Force F-35 pilot, who completed training at Luke Air Force Base, Arizona. The aircraft will begin three months of Electromagnetic Environmental Effects (EEE) evaluation and certification while at Naval

Air System Command's Integrated Battlespace Simulation and Test (IBST) facility.

Aircraft AL-1 will join the F-35 international pilot training fleet at Luke AFB, Arizona in May, the first of five F-35s Italy has committed to the international training fleet there. The next group of Italian pilots will start training at Luke in March with U.S. and other foreign students in the multi-national training programme. The two-phase deployment across the North Atlantic to the U.S. required a total of 11 flight hours, enabled by an Italian Air Force KC-767 aerial refuelling tanker, which refuelled AL-1 seven times during the ocean crossing. AL-1 departed Cameri, near Milan, on Feb. 4 and flew the first leg of its journey with an Italian tanker and Typhoon escort aircraft to Lajes Air Base, in the Azores. After remaining overnight, AL-1, the KC-767 tanker, and Typhoon continued onward to Naval Air Station Patuxent River, landing on the afternoon of Feb. 5.

Aircraft AL-1's arrival in the U.S. reflects the Italian industry's new capability to build and sustain a fifth generation fighter, an achievement made possible



through the close partnership between U.S. and Italian governments and defence leadership. (The UK had been offered the European Final Assembly and Check Out facility but declined on cost grounds). The Italian FACO — owned by the Italian Ministry of Defence and operated by Finmeccanica in conjunction with Lockheed Martin — has a current workforce of more than 1,100 skilled Italian personnel engaged in F-35 aircraft and wing production. The Cameri FACO is the heart of the Italian and European F-35 programme. It will build all Italian F-35 aircraft, is programmed to build F-35As

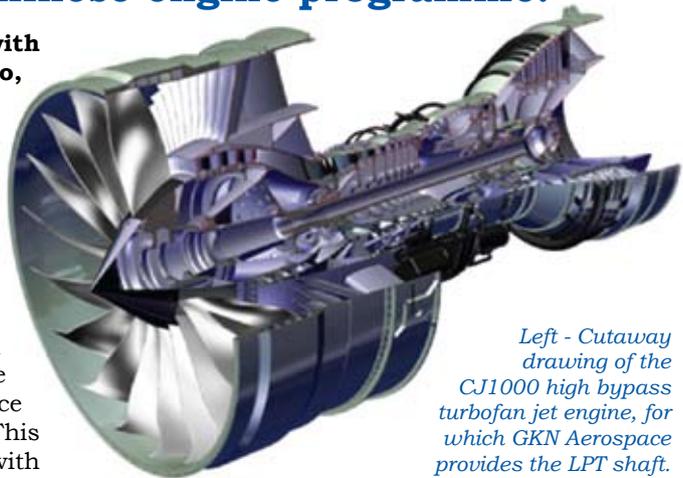
for the Royal Netherlands Air Force, and retains the capacity to deliver to other European partners in the future. In December 2014 it was selected by the U.S. Department of Defense as the F-35 Lightning II Heavy Airframe Maintenance, Repair, Overhaul and Upgrade facility for the European region. Finmeccanica is a strategic co-supplier of F-35A full wing assemblies, which represents one of the largest manufacturing projects for the Italian F-35 program, with 835 full wing assemblies planned.

Italy is now ready to start the next process, the phase-in of the Italian fleet, which will see the first F-35 landing at the newly-renovated Amendola Air Base, near Manfredonia, Italy, home of the 32nd Wing before the end of this year. Following the U.S. Marine Corps' July 2015 combat-ready Initial Operational Capability (IOC) declaration, the U.S. Air Force is due to attain IOC in the summer of 2016 and U.S. Navy intends to attain IOC in 2018. The UK's F-35Bs are expected to attain IOC in 2018, with two squadrons available from 2022-23. The F-35s will make their first public appearance in Europe at the RIAT and Farnborough International air shows next July, when up to four US and a UK aircraft will deploy to RAF Fairford.

GKN Aerospace joins Chinese engine programme.

GKN Aerospace has gained a contract with AVIC Commercial Aircraft Engine Co, Ltd. (ACAEC) of China to supply low pressure turbine (LPT) shafts for the new CJ1000 high-bypass turbofan jet engine - being developed to power future Chinese commercial jet airliners.

The LPT shafts will be delivered within twelve months, for use in the CJ1000 engine test and development programme. They will be manufactured at the GKN Aerospace facility in Norway which is a centre of excellence for engine shaft manufacture. Neil McManus, Senior Vice President Asia, GKN Aerospace comments: "This contract represents a milestone first agreement with ACAEC of China for our engine systems operation and further strengthens our relationship with the Chinese aerospace industry. ACAEC is an important customer and this is a major programme in a key market. We believe the breadth of expertise we offer in LPT shaft manufacture, specifically, combined with our track record for product quality and consistency, was at the heart of this decision and we look forward to strengthening and expanding our working relationship with the ACAEC team and



Left - Cutaway drawing of the CJ1000 high bypass turbofan jet engine, for which GKN Aerospace provides the LPT shaft.

the Chinese aviation industry on this programme in the coming years."

The GKN Aerospace engine systems business is a market-leader in the supply of aero-engine static and rotating structures and has delivered more than 10,000 LPT cases to the major prime manufacturers of commercial and military aero-engines worldwide.

NEW TRAINERS ON THE WAY

It has been announced that the MOD is placing contracts worth £500 million with a joint venture between KBR and Elbit Systems of Israel, known as Affinity Flying Services, to renew and manage the fixed wing aspects of tri-service flying training not already being undertaken by the existing Military Flight Training System (MFTS) provided by the Ascent Private Finance Initiative consortium. Affinity

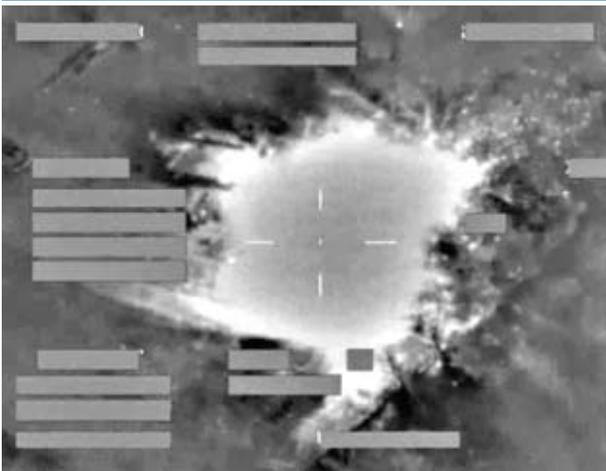
will provide and maintain 10 Beechcraft T-6C Texan trainers to replace 42 Tucanos and 23 Grob G120 Prefects for elementary training, and five Embraer Phenom 100 twin-jet aircraft for multi-engine training, replacing King Air 350s. The Ascent Flight Training team comprising Lockheed Martin and Babcock, will receive a contract worth a similar

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total to provide ground-based training infrastructure, including classroom training aids. This latest package of new aircraft will be in place by 2019. All are of foreign manufacture, unlike the BAE HawkT2s in service for advanced fast jet training. In the late 1980s, before the twin impact of drastic shrinkage in UK airpower and widespread adoption of synthetic training aids cut the requirements for training aircraft leading to outsourcing, RAF Training Command operated a fleet of around 400 Scottish Aviation Bulldogs, BAe Jet Provosts, Hawk T1s, Jetstream and Dominie trainers. These were replaced by around 120 Grob Tutors, a similar number of Tucanos, and eight King Airs, while the Hawk T1s continued. The small numbers of replacement aircraft being acquired today reflect the increased productivity now available from highly efficient new aircraft designs and the greatly increased use of ground-based training aids. It also reflects the large reduction in operational squadrons across the three services. However, although the number of pilots needed for RAF multi-engine fleets was severely reduced when the Nimrods were scrapped, the Embraer Phenoms will now be needed to train more multi-engine pilots to maintain crew levels for the additional C-130Js being retained, and the fleet of P-8A Poseidon MPAs to be introduced from 2019.

RAF AIRCRAFT STRIKE DAESH TARGETS



ABOVE - During recent weeks RAF Tornado, Typhoon and Reaper aircraft have continued to attack Daesh terrorist targets in Iraq and Syria. Many operations have been flown in support of Iraqi ground forces, providing essential reconnaissance data, monitoring hostile ground movements and pinpointing potential targets. Great care is being taken not to create collateral damage or injury to non-combatants, and the RAF's use of the MBDA Brimstone missile provides a devastatingly accurate ground attack capability that is unavailable to any other coalition air assets in the region. (Crown Copyright RAF 2015 image)

Rolls-Royce WINS NORWEGIAN ORDER WORTH \$2.7 BILLION

Rolls-Royce announced in February that it has won a \$2.7 Billion order from Norwegian for Trent 1000 engines and TotalCare long term service support for 19 new Boeing 787 Dreamliner aircraft. The order also includes TotalCare for the Trent 1000s that will power 11 previously announced leased Boeing 787s, yet to enter service. The support element of the contract from Rolls-Royce will provide TotalCare with a fully comprehensive Availability Service Solution for all 30 aircraft and this will now also cover eight Norwegian 787s already in service.

Bjom Kjos, Norwegian Chief Executive Officer said, "This decision further develops our relationship with Rolls-Royce and we look forward to operating aircraft powered by the latest version of the Trent 1000, which sets new standards of performance." Eric Schulz, Rolls-Royce President Civil Aerospace commented, "This is another significant decision in favour of the Trent 1000, an engine that delivers exceptional economics and performance. We continue to innovate and develop new services and it is great to see Norwegian selecting Availability Service Solutions for their TotalCare as part of this deal." Availability Service Solutions cover technical and engine parts support that helps aircraft operators meet their schedules.

Norwegian also has options for another ten 787s and is one of the world's fastest growing airlines, with many new UK services from London Gatwick. Its market expansion has resulted from an innovative low-cost business model, offering lower cost travel on long-haul routes between Europe and North America using Boeing 787s. The airline has also ordered over 100 Boeing 737Max jets and is planning to use the 737 Max 8 on some transatlantic services as well as within Europe.



ABOVE - Airbus has started the assembly of the first stretched A350-1000 which can carry up to 366 passengers in a typical three-class cabin layout, and can fly non-stop for almost 8,000 nautical miles. To date, 181 A350-1000s have been ordered by 10 customers. (Airbus photo)

Marshall Aerospace and Defence Group visit

By Andrew Ballantyne.



I am writing to thank the Air League for facilitating a highly interesting and informative visit to Marshall Aerospace and Defence Group at Cambridge Airport. Hosted by Group Corporate Communications Director and Chairman of The Air League, Christopher Walkinshaw, the day started with insightful briefings from a number of high-profile staff. A most impressive array of facts and figures was presented to us without hesitation which gave context to the company's fascinating history, whilst learning about the vast spectrum of current operations and engineering capabilities helped demonstrate the uniqueness of Marshall Aerospace and Defence Group.

After donning high-vis vests, we were given the opportunity to see some of the facilities and activities located at the airfield. The tour comprised of visiting the so-called 'Hall of Fame' and accessing numerous hangars which contained a mix of aircraft including Hercules aircraft in various stages of MRO and upgrade programmes as well as an EasyJet Airbus and even a Grob (Vigilant) motor glider. The tour concluded with an excellent lunch overlooking the airfield which enabled Leading Edge members to network with speakers from earlier in the day as well as additional members of senior staff. This was very beneficial as they were all more than happy to share advice and to show their commitment to the aviation industry.

I would like to thank everyone who made the day a success – especially Scott Pendry for organising the

trip and Christopher Walkinshaw for hosting us and making sure the day was as brilliant as it was.

THE CHARLES NEWTON TRUST



The Charles Newton Memorial Trust was established in memory of Charles Newton, who owned Sywell aerodrome, Northants. For many years the Newton Trust awarded flying scholarships to young people in the Sywell area but eventually the funding ran out and the Trustees decided to pass on residual funding plus a memorial trophy to the Air League Trust. The picture shows Mark and Sue Johnson passing over a cheque and the Trophy to our chairman, Christopher Walkinshaw.

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.

Members News

Worth the Effort – A pilot's tale

by Dipeet Mehta, *Leading Edge Member.*

I agree with Len Morgan when he said, you can either work for a living or fly... I'd rather fly!

Watching planes from my aunt's house taking off from Mumbai airport, running from one balcony to another to get a second glimpse made me get the flying "bug". It was simply fascinating! Moving to London in 2005 was not only a life changing experience but also what felt like a dream come true opportunity - to take my first flying lesson at the age of 13. After spending hours on the flight simulator after running home from school, when everyone else went to play football, it was time for me to experience what it was all about. I went from London to Blackpool in an overnight coach for a 15 minute flying lesson in the first sunrise over the next morning, completing one whole circuit with parents in the backseats. This was it, it is all I had wanted at that stage in life - I wanted to become a pilot.

I spent a lot of time with the Air Cadets, raising my hand for every opportunity which involved flying. Watch endless air crash investigations; collecting aeroplane models from pocket money; printing lesson plans from the flight simulator to eagerly learn to teach the basis of flight sim at cadets and non-stop plane talks and since 2007, never missing the Flyer Exhibition. Hot or cold, wet and windy, snow or hail, I used to travel 60 minutes in the bus from Wembley to go to the Heathrow Airport fences and watch aeroplanes land and take off. The buzz, the noise, the jet fuel smell - it all was just heaven for me and I loved every bit of it! I decided to train the Modular way after researching and considering the financial status. First and foremost, I prioritised

my Class 1 Medical. I decided to keep the training consistent and planned it like an integrated programme, which helped a lot. At the age of 17 I had applied for an Air League Scholarship. At first I was unsuccessful at screening but I never let that affect me, and I worked hard to improve my essay and applied again the following year.



I later completed MCC and JOC training to achieve a Frozen ATPL in 2015. Initially I had a few hurdles to achieve the dream job; endless applications, rejections and a road with no pathway. It was a very hard phase but perseverance helped and I had an opportunity to apply to Volotea. Somehow being called from the pool of over 3000 applications for 40 places I worked hard to prepare day and night for the interview. For Volotea selection I had to pass the online application followed by a personal interview, technical interview,

aviation written exam (mostly covering ATPL theory), a management interview as well as a simulator check. Having successfully completed all the stages, I was finally offered my first pilot job flying the Boeing 717-200 across Europe. During my interview stages I learnt a lot about the company. It involves much manual flying, the 717 has a fully EFIS cockpit with CAT III Autoland ability and goes to over 200 places. Volotea is a growing airline with a fantastic future, an amazing culture from my experience and so far I have loved every bit of it. But my success lies from the roots of my involvement with the Air League, I joined as a member from the Flyer Show in 2008. I applied for scholarships, I had the opportunity to visit RAF Stations where I flew on the Hercules simulator, saw the Sentry and King Air at various locations and understand about aviation in depth. I also had the opportunity to fly the FFS at British Airways organised by the Air League on the Boeing 777 and Boeing 747 and to fly with BA pilots. I won the flying scholarship, achieved the Night Rating bursary and received complimentary visits to RIAT Air Show, meeting like-minded people. I also successfully completed work experience with British Airways Engineering getting hands-on experience on Boeing and Airbus aircraft, work experience with Cessna Engineering giving me a first-hand insight of single engine aircraft during PPL as well as Eurocopter Work Experience to learn the basis of helicopters.

The Air League is an organisation which connects you to so many branches in aviation. I later on was invited on the Air League Panel by Andrew Perkins, and took part in helping out at Air League events. I visited the Houses of Parliament for Youth in Aviation Events, and inspired and spoke to young people at BA Careers fairs. I was also later awarded a Babcock Trophy in 2013 which was presented at St James Palace by HRH the Duke of Edinburgh, for my passion in aviation. The skills I took away from the Air League certainly helped me to prove myself worthy during my Volotea Interviews, expressing commitment and willingness to learn about this fascinating industry. I recommend all youngsters from all backgrounds to join the Air League, apply for scholarships, sign up for visits to aviation locations and connect with aviation people. Spread your horizon, never give up and work hard to be a safe and efficient pilot.

New Members

Air Training Corp: 56 Woolwich Squadron, RAF Section, Wymondham College CCF

Individual Members: Jodhi Aghimien, Clement Allen, Ana-Maria Badilita, Joanne Barlow, Harry Barrett-Smith, Connor Bowcott, William Broadway, Sebastian Brown, Harry Butler, Dorian Bury, Lydia Cassidy, Cherry Charters, Matthew Childs, Andrei Ciocirlan, Alexander Clarke, Richard Clegg, Ben Cornwell, Eduardo Cruz-Tavolara, Dogba Djaze, Rachel Donnelly, Jamie Driver, David Edwards, Callum Ellis, Jordan Emerson, Amy Fisher, Andrew Fisher, Kathryn Flower, Sam Franklin, Thomas Gamage, Payam Ghorbanali-Kordbacheh, Alex Gibb, Megan Hansen, Jack Harding, Katherine Hill, Anna Huckstep, Matthew Hurst, Jordan Jenkins, Michael Jennings, Owen Kendrick, Sahar Laleh, Scott Lemmon, Aaliyah Lockitt, Daniel Martin, Sophie Martin, Hannah McCann, Thomas Meadows, Luke Merrey, Rachel Miller, Charles Mills, Duncan Mills, Kate Moran, Mukti Mulligan, Giverny Claudia Newman, Jonathan Nicholas, Oliver Nichols, Judith Oliver, Aidan Orr, Jack Osterberg, Jonathan Rawson, Danny Richmond, Kasha Rogers-Smith, Pameer Saeed, Lucy Screen, Akrtam Sef, Henry Simpson, Samuel Spendla, Alexander Stiff, Alexander Street, Alex Taylor, Jordan Waite, Jessica Waite, Alice Waters, Joshua Wilkinson, Matthew Williams, George Willment, Harry Wilson, Rachel Woodbridge-Stocks

Diary Reminders

3 May 2016 Annual Reception

9 July 2016 Air League Day @ Bicester Gliding 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.


THE AIR LEAGUE

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