



FLY NAVY

Heritage Trust

**PRESERVING THE NATION'S
NAVAL AVIATION HERITAGE**

Patron	HRH The Duke of York KG GCVO	
President	Admiral Sir John Treacher KCB	
Chairman	Rear Admiral Terry Loughran CB	
Deputy Chairman	Commodore Bill Covington CBE	
Trustees	Commodore Simon Baldwin	Rolls Royce
	Tim Boughton GCM OStJ	Finance
	Henry Cooke	Finance and Aviation
	Hugh Craig	Legal
	Tony Edwards	Parliamentary Influence
	Ray Edwards	AgustaWestland
	Rod Makoske	Lockheed Martin
	Tim Manna	Aviation Business and Finance
	Michael Ryan	Business
	Simon Stringer	Business
	Rear Admiral Ian Tibbitt CBE	Aviation Engineering
Ex-Officio Trustees	Assistant Chief of Naval Staff (Aviation & Carriers)	
	Defence Equipment & Support (Head of Helicopters One)	
	Commanding Officer Royal Naval Air Station Culdrose	
	Commanding Officer Royal Naval Air Station Yeovilton	



The historical importance of the nation's Naval Aviation Heritage cannot be overstated. The daring and heroic actions of the Royal Naval Air Service and the Fleet Air Arm from the first bombing raids in 1914, to current operations in Helmand Province, is a story that grips the imagination. Naval aircraft played a major role in both World Wars, gaining many distinguished Battle Honours, and naval aircraft have been at the forefront of many conflicts since, including Korea, the Cold War, the Falklands, Bosnia, Iraq and Afghanistan.

Having served with the Fleet Air Arm myself for twenty years, and experienced at first hand the demands of flying from ships at sea, particularly in high tempo offensive operations, I will always be profoundly humbled by the courage and sacrifice of those who have given their lives in the service of naval aviation.

I also have great admiration for the innovation and technical skills of naval aviators and engineers and their ingenuity and tenacity in overcoming problems. This spirit of resourcefulness pioneered many aspects of aerial warfare and led to some of Britain's finest inventions including catapults and arresting wires, the mirror landing sight, the angled flight deck, the Short Take Off and Vertical Landing (STOVL) Sea Harrier and the ski jump – technologies and capabilities that led the world.

The nation has every right to be proud of its Naval Aviation Heritage and the part it has played in securing the freedoms we now cherish. I am equally as proud, as the Patron of the Fly Navy Heritage Trust, in supporting the aim of the Trust to raise awareness of the impact and influence of naval aviation and to keep the Navy's magnificent historic aircraft flying. Keeping these aircraft flying ensures that the achievements and heroism of those who have gone before us continues to live on. Achieving this will help us all to understand better the extraordinary endeavour and success of naval aviation and to safeguard the future of our Naval Aviation Heritage for the benefit of the nation.

The Story of Naval Flying

A Sopwith Camel launches from an improvised deck on a cruiser. The early naval aviators were pioneering adventurers with a zest for inventiveness and pushing the boundaries. The drive towards new technologies and their application characterised naval flying.

The new dimension of the air enabled naval aircraft to be the eyes and ears of the Fleet extending the range and reach of warships far beyond the horizon.

Naval aviation transformed naval warfare as radically as the gun and the steam engine.

No sooner had the first four naval aviators gained their pilot's wings in 1911, than they put their new found skills to use in the Fleet. The first launch from a Royal Navy battleship was achieved within a year.

The early naval aviators were spirited and innovative pioneers, leading the way in many aspects of aerial warfare. The Royal Naval Air Service was formed in 1914 and fought with great distinction and valour during the First World War, carrying out the first strategic air raid, the first carrier launched air to air kill and the first sinking of a ship from the air.

Its successor, the Fleet Air Arm, has been at the forefront of many courageous actions since, including protecting convoys from U-boats during the Battle of the Atlantic, the Battle of Taranto in 1940, the attack on the Bismarck in 1941; a daring raid on the German Battlefleet in the English Channel in 1942 and the attacks on the Tirpitz in 1944.

At its height in 1945, the Fleet Air Arm comprised 78,000 people, 3,700 aircraft, 59 aircraft carriers and 56 Naval Air Stations around the world. Over the next 30 years the pace of technological innovation was rapid leading to the development of the Fighter and Strike jet aircraft of the Cold War, the Sea Hawk, Scimitar and Sea Vixen, and the Buccaneer and Phantom that transformed carrier aviation capability.

In 1982 Royal Navy Sea Harriers and helicopters played a major role in the Falklands conflict and in the 1990s, Sea Harriers took part in the decisive air strikes ending the Serb occupation of Kosovo. Since then operations in Iraq and Afghanistan have made unprecedented demands on naval aircraft. The lessons of the past have enduring relevance to the present and the history of naval aviation continues to inform current operations today, with naval aircraft deployed worldwide.



Saving our National Heritage

The Fly Navy Heritage Trust was established in 1991 to promote the history, ethos and spirit of naval aviation and preserve and protect the nation's Naval Aviation Heritage. Based at Royal Naval Air Station Yeovilton, Somerset, the Trust's aim is to display the best possible collection of historic naval aircraft at air shows and public events around the country bringing the history and technological endeavour of naval flying to life in an exciting and dynamic way. Flying aircraft are a unique dimension of the Royal Navy's heritage and the flying collection is seen by 3 million people a year providing a powerful educational link between the Royal Navy's historic past and today's modern audiences. The Trust provides financial support to two key elements of Naval Aviation Heritage.

- **The Royal Navy Historic Flight** – providing direct support to secure the future of the Royal Navy's two iconic Fairey Swordfish, a Hawker Sea Fury FB11 and the only airworthy Armstrong Whitworth Sea Hawk in the world. These rare and remarkable aircraft are an enduring tribute to the achievements of naval aviation and the men who flew them.
- **The Flying Collection** – strengthening and consolidating the Trust's support to the Royal Navy by providing the added benefit of an additional collection of commercially operated historic naval aircraft to help raise awareness of the Royal Navy and naval aviation to wider audiences around the country.

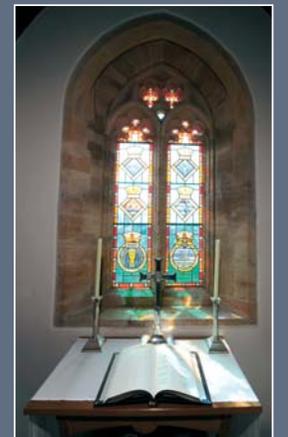


The Royal Navy's Aviation Heritage is a national asset of incomparable value. It is a rich story of service and sacrifice, brave and daring actions and technological innovation and development that has given naval aviation a unique place in history.

The Fleet Air Arm Museum and Fleet Air Arm Memorial Church



The Trust also supports the Fleet Air Arm Museum at Royal Naval Air Station Yeovilton, one of the four museums of the National Museum of the Royal Navy, and the Fleet Air Arm Memorial Church, St Bartholomew's. 6,750 Royal Naval Air Service and Fleet Air Arm personnel have given their lives in the service of naval aviation and their names are listed in the Roll of Honour which is kept on display in the Church.



Building the Collection

The Trust's vision is to develop the world's leading collection of flying naval aircraft by securing the future of the Royal Navy Historic Flight and continuing to add to the core Flight with other flying naval aircraft operated on the civil register.

The enhanced collection, which already includes a Sea Fury T20 donated by a benefactor, will enable the more complete story of naval flying, including the development of the helicopter, to be told through flying displays around the country. Other aircraft and restoration projects under consideration for inclusion in the collection include a Sopwith Pup, a 1930s Hawker Nimrod, a Fairey Firefly, a Supermarine Seafire, a Sea Hurricane, a 1950s de Havilland Sea Vixen, a BAe Sea Harrier and Wasp and Wessex V helicopters.

The flying collection will be a central addition to the nation's established excellence for telling the stories of its military heritage. Operating the collection represents a major commitment, and the Trust is seeking the support of benefactors and private aircraft operators to purchase, endow, or restore aircraft. Other ways of donating include paying to have your name on an aircraft, funding the operating costs of an aircraft for a display season, buying an engine or leaving an aircraft to the Trust in your will.

Hawker Sea Fury T20



“The Trust's vision is to develop the world's leading collection of flying naval aircraft”



Supermarine Seafire



Westland Wasp



BAe Sea Harrier



de Havilland Sea Vixen



Westland Wessex V

£10M Endowment

The Trust is building a capital fund, aiming to raise a £10 Million Endowment to secure the future of the nation's Naval Aviation Heritage. The Endowment will provide income from interest and serve as a contingency fund to meet unexpected and unplanned maintenance costs and emergencies, ensuring that the flying collection can continue to fly.

The Endowment is central to the Trust's future development plans and may in time be used as an investment fund to purchase and sell aircraft, on a capital and investment basis. Legacies, capital donations and major gifts will also be used to build the Endowment fund and the support of partners, private operators, industry and the Trust's Ambassadors will be vital in reaching our £10 Million target.



During the Korean War in the 1950s, 14 Naval Air Squadrons of Sea Furies and Fireflies operating from the Light Fleet Carriers HMS Triumph, HMS Theseus, HMS Glory and HMS Ocean flew thousands of operational sorties.



“Raising a £10 Million Endowment is central to the Trust's future development plans”

Hawker Sea Fury FB11

Where our Money Comes From

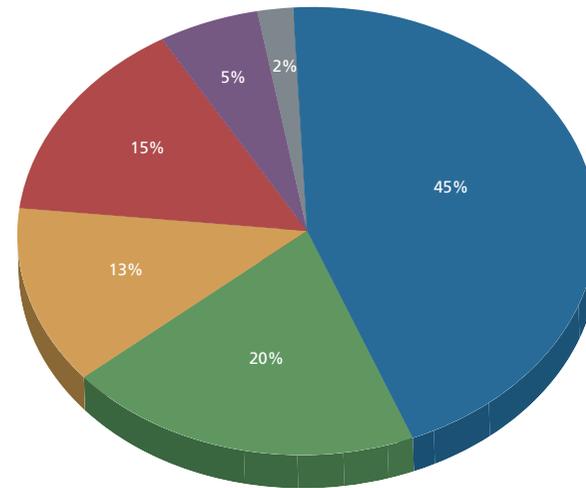
The primary focus of the Trust's fundraising efforts is to operate and maintain a collection of flying naval aircraft. The Trust currently raises over £500,000 a year to support the operating costs of the Royal Navy Historic Flight and the Trust's other flying aircraft.

The Royal Navy Historic Flight is partially funded by the MoD as an operational Naval Air Unit including fuel and hangar facilities. It costs the Royal Navy Historic Flight approximately £500,000 a year to operate, of which the MoD contributes £225,000.

The shortfall is made up by the Fly Navy Heritage Trust with income coming from contributions from industry, supporters' donations, private donors, air display fees and fundraising events.

The cost of operating and maintaining historic aircraft is rising year on year and in 2013 and 2014, taking into account contingency costs, e.g. unscheduled engine or propeller repairs, estimated operating costs are expected to rise to £600,000 and £800,000 respectively.

Over the past year the Trust has stepped up its fundraising activities to include recruiting a cadre of influential Ambassadors with responsibility for introducing major donors to the Trust, holding a prestigious annual Ambassadors' Dinner, increasing its individual giving programme, launching a legacy appeal and growing its supporter base.



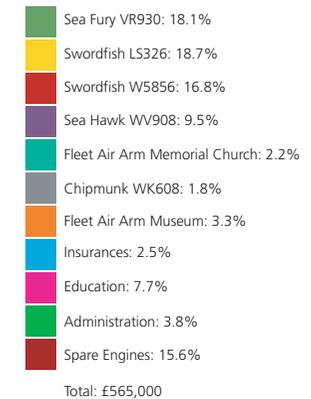
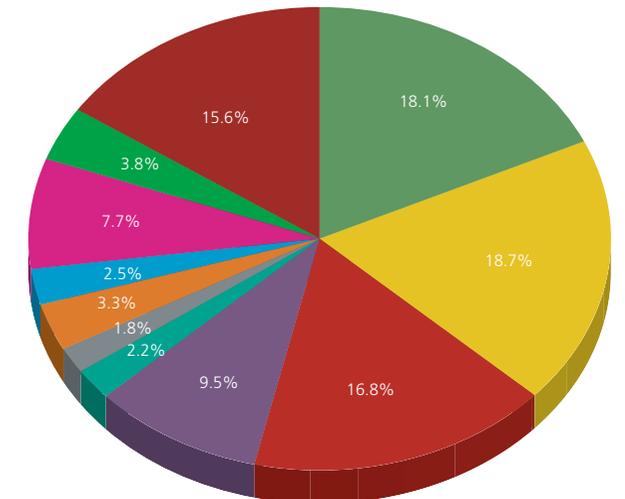
Expenditure Over the Next 10 Years

Over the next ten years the Fly Navy Heritage Trust expects to spend an average of £565,000 a year on the operational and maintenance costs of the aircraft of the Royal Navy Historic Flight – the two Swordfish, the Sea Fury and the Sea Hawk.

This includes the purchase and restoration of engines and spares, fuel, salaries and operating costs. Engines and spare parts for rare historic aircraft are in short supply and sourcing them and finding specialist repair facilities to restore them is increasingly expensive.

The high degree of unpredictability in operating historic aircraft makes it difficult to plan projected spend accurately. If an aircraft unexpectedly needs a new engine, which can cost over £100,000, the spend for one year may be considerably more than another. Long lead-in times and diminishing specialist expertise can also lead to unplanned expenditure. In an average year, the Trust spends nearly 20% of its expenditure on back up engines, a critical resource and vital contingency to sustain the flying collection in the future.

Other costs incurred in the furtherance of the charity's objectives include marketing and publicity required for the generation of funds, fulfilling the Trust's educational aims, investment in a new merchandising strategy and providing financial support to the Fleet Air Arm Museum and Fleet Air Arm Memorial Church.



Governance

The strategy, direction and policies of the Fly Navy Heritage Trust are controlled by the Board of Trustees under the Chairmanship of Rear Admiral Terry Loughran CB.

In the past twelve months the Trust has embarked on a step change in the organisation, management and scope of its activities. This has included consolidating the governance structure, strengthening the committees that are essential to delivering the Trust's objectives, recruiting a CEO, building a cadre of Ambassadors to bring influence to bear at the highest levels in business and wider society, and developing and diversifying the way the Trust delivers aviation heritage support and benefit to the Royal Navy.

Board of Trustees

The Board of Trustees meets quarterly and comprises Trustees appointed from the Trust's corporate sponsors and elected individuals with specialist expertise in aviation, law and fundraising. The Trust also has four Ex-Officio Trustees who are serving officers in the Royal Navy with responsibility for the aviation, airworthiness and engineering aspects of the Royal Navy Historic Flight.

Swordfish Committee

The Swordfish Committee is the 'think tank' for the Trust developing future policy, particularly on fundraising and long term plans. The Swordfish Committee also works closely with the Trust's Ambassadors.

Finance Committee

The Finance Committee includes high calibre expertise from the banking and investment world. In close consultation with the Company Secretary, the Committee is responsible for financial planning, investments and delivery of the Financial Plan.



Sea Furies of 898 Naval Air Squadron and Fireflies of 810 Naval Air Squadron embarked in HMS Theseus on exercise in the Mediterranean in Autumn 1952.

Fundraising Projects

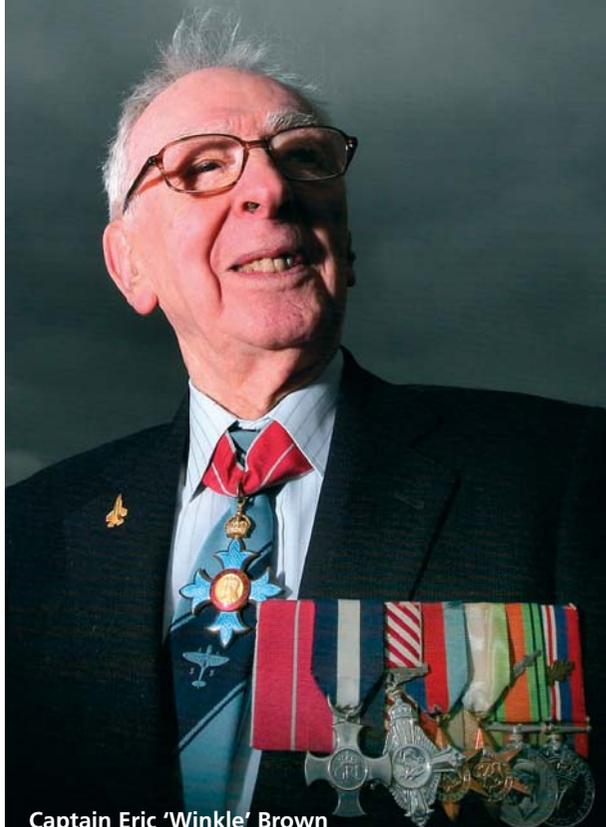
The Fly Navy Heritage Trust's primary fundraising focus is to raise a £10 Million Endowment to keep the best possible collection of historic naval aircraft flying and conserve the long term future of the nation's Naval Aviation Heritage. In addition the Trust has a number of fundraising projects requiring specific financial support:

- **Purchase of a Swordfish Pegasus Engine £150,000**
To enable two flying Swordfish to take part in the national commemorative events to mark the 70th Anniversary of the Battle of the Atlantic in Liverpool in May 2013. The Swordfish played a vital role in the Battle of the Atlantic, flying from the pitching decks of merchant ships in mountainous seas and bitter cold, protecting convoys from the U-boat threat in the mid Atlantic gap.
- **Sponsorship of Sea Fury T20 G-RNHF for a display season £150,000**
To enable the Sea Fury to display at all the major air shows around the country. Seeing this magnificent aircraft fly brings pleasure to millions.
- **Refurbish Sea Hawk FGA6 WV908 to full flying condition £100,000**
To refurbish the engine of this last remaining airworthy Sea Hawk in the world.
- **Purchase of a Sea Fury Centaurus Engine £100,000**
The Sea Fury is the most powerful piston engine aircraft ever built in the UK and was the last of the big pistons in the transition from piston to jet. The purchase of a spare Centaurus engine will help keep this exciting aircraft flying in perpetuity.
- **Sponsorship of the Fly Navy Heritage Trust Trailer £5000**
To sponsor the Trust's merchandise trailer providing an important presence on the ground at air shows around the country.



Armstrong Whitworth Sea Hawk cockpit

“It would be an absolute travesty if the Navy’s historic aircraft, and the men who flew them, and those who laid down their lives in them, were forgotten.”



Captain Eric 'Winkle' Brown
CBE DSC AFC FRAeS Royal Navy

Distinguished Naval Test Pilot, Captain Eric Brown has flown more aircraft types (487) than any other pilot in the world and also holds the world record for deck landings at 2407.

How to Support Us

I was a fighter pilot in the Fleet Air Arm and the Navy's Chief Test Pilot for over 30 years, helping to develop the aircraft and technology that gave the Royal Navy battle-winning edge. Flying from ships at sea is hazardous – but we are not asking you to land on a pitching, rolling deck at night in the middle of the Atlantic. We are asking for your help to raise an endowment of £10 Million to ensure the future of the nation's Naval Aviation Heritage.

It would be a travesty if the Navy's historic aircraft, and the men who flew them, were forgotten. Preserving our Naval Aviation Heritage is not just about the aircraft, it is about remembering the outstanding calibre, selflessness and commitment of our people and all who served with the Naval Air Service. There are many different ways in which you can donate to the Trust, ranging from becoming a supporter or an Ambassador, to buying or restoring an aircraft or supporting a particular project e.g. funding a new Pegasus engine for the Swordfish or a Centaurus engine for the Sea Fury.

I urge you to give generously. The Fly Navy Heritage Trust is a Registered Charity and all gifts, large or small, contribute directly to ensuring that the nation's Naval Aviation Heritage is recognised and protected for future generations. The Trust runs an exciting programme of events including visits to the Royal Navy Historic Flight, flying displays, lectures and dinners. Donors are encouraged to take advantage of tax-efficient methods of giving by giving under Gift Aid. The Trust fundraising team welcome all enquiries. Please contact us today:

Sue Eagles, Campaign Director
Fly Navy Heritage Trust, Royal Naval Air Station Yeovilton
Ilchester, Somerset BA22 8HT
T. 01935 849200 or 01935 842005
E. sue.eagles@fnht.co.uk
www.fnht.co.uk



“Supporting the Fly Navy Heritage Trust is a cause close to my heart. There are many worthy causes desperate for money these days but these aircraft are such a precious national treasure, we have a duty to look after them in their old age. They are also so beautiful in flight – we must do everything possible to keep them flying.”

Kristin Scott Thomas OBE
Internationally acclaimed actress and
Ambassador for the Fly Navy Heritage Trust





Fly Navy Heritage Trust



RNAS Yeovilton
Ilchester
Somerset BA22 8HT
01935 842005/849200
office@fnht.co.uk
www.fnht.co.uk

