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AIR PAGEANT

R.A.F. CHURCH FENTON 3 JUNE 1963



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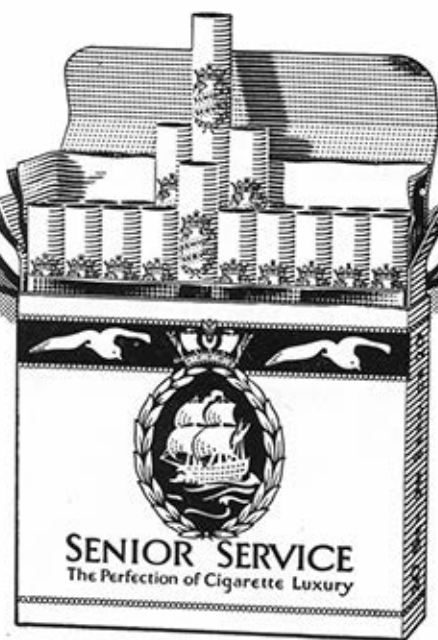
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of the day





The Red Pelicans

THIS year the aerobatic team of the Royal Air Force Central Flying School, Little Rissington, Gloucestershire, consists of six Jet Provost trainers instead of five as last year.

Known as The Red Pelicans, the team is made up of pilots all of whom are qualified instructors.

Their aircraft are painted overall in fluorescent red and usually trail smoke in a series of close formation aerobatics, beginning with a six-aircraft formation and splitting into two pairs.

The team comprises: Flt/Lt. Ian Bashall (29) team leader, who joined the R.A.F. in 1952, is married and has a son. At one time he was at No. 1 F.T.S. Linton-on-Ouse.

Flt/Lt. Keith F. Beck (27) deputy leader of the team, joined the R.A.F. in 1954, is married and has two daughters. He used to be an instructor at Linton-on-Ouse.

Flt/Lt. Anthony J. Hawkes (26) joined the R.A.F. in 1955 and did his flying training in Canada. He flew Hunters with 54 Squadron before he became an instructor.

Flt/Lt. Neville T. Raffin (29) an Australian, joined the R.A.A.F. in 1952, is married and has two sons and two daughters. He joined the C.F.S. in January this year after flying various types of jet aircraft with the R.A.A.F.

Flt/Lt. Bryan A. Nice (31) joined the R.A.F. in 1953, is married and has two daughters and a son. Prior to that he was a navigation officer in the Merchant Navy. At one time he was adjutant of Edinburgh University Air Squadron.

Flt/Lt. Terence E. L. Lloyd (26) is married and has a son and daughter. He trained to fly in Canada and at one time flew Canberras in Cyprus.

SSAFA plays a vital part in ensuring the morale of Servicemen by helping to give them peace of mind about their families.



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The Black Horse sign is to be found outside every branch of Lloyds Bank. If you are thinking of opening a bank account for yourself, you are invited to call at any branch and discover the advantages of Lloyds Bank's comprehensive service.

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Four From Transport Command

R. A.F. Transport Command will be represented by four aircraft in today's flypast — the Whitworth Gloster Argosy, de Havilland Comet, Bristol Britannia and Blackburn Beverley.

The Argosy is a four-engined turbo-prop transport, 56 of which have been ordered so far for R.A.F. Transport Command.

Various marks of Comet have been in service with Transport Command for some time. The last order to be placed was in respect of five of the 4C variety, which can carry 72-102 passengers at a speed of 525 m.p.h. over 2,500 miles. The aircraft has a span of 114ft. 10in., a length of 118ft., and a height of 29ft. 6in.

The Britannia turbo-prop, powered by four Bristol Siddeley Proteus 255 engines, is able to carry more than 16 tons of freight. Alternatively it can carry 117 passengers or 35 stretcher cases, or a combination of freight and passengers. It has a span of 142ft. 3in., a length of 124ft. 3in., and a cruising speed of 403 m.p.h. It has a range of 4,480 miles with maximum payload.

The Blackburn Beverley, built at Brough, East Yorkshire, has been in service with Transport Command since 1956. A total of 47 Beverleys was ordered and the last was delivered in May, 1958.

The aircraft has a span of 162ft., a length of 99ft. 5in., a height of 38ft. 5in. and a range (with 1,000lb. payload) of 3,690 miles.

1,000 M.P.H. Plus

AMONG the aircraft which the U.S.A.F. has scheduled for today's display is the McDonnell Voodoo which is capable of well over 1,000 m.p.h. More than 800 Voodoos had been built when production ended in 1960. With a span of 39ft. 7in., and a length of 67ft. 4in., the Voodoo can fly at over 50,000ft. and, with re-fuelling, has a range of at least 3,000 miles.

Also included in the American flypast is the Super Sabre which had the distinction of being the first fighter capable of level supersonic flight to enter service. A total of 2,294 of this type was built for delivery to the U.S.A.F. and the French, Danish and Turkish Air Forces before production was halted in 1959. In addition, 80 of the original F-100A versions were reconditioned, fitted for rails for Sidewinder missiles and supplied to Nationalist China in 1960.

Four main versions of this aircraft were built. First was the single seat F-100A with an armament of four 20mm. guns. This was followed by the F-100C fighter bomber which had under-wing racks for stores and provision for flight re-fuelling. The F-100D is an improved fighter-bomber capable of carrying 7,500lb. of bombs, and the F-100F is a two seat multi-purpose fighter trainer based on the "D".

Third of the U.S.A.F. participants is the Douglas B-66 Destroyer which has been used for some time in tactical bombing and reconnaissance roles. The B-66 has a span of 72ft. 5in., a length of 75ft. 1in., and a range of over 1,500 miles.



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An Avro 748 turbo-prop of B.K.S. Air Transport pictured at the Leeds and Bradford Airport.

The Avro 748 Turbo-Prop

IN SERVICE with B.K.S. Air Transport on services radiating from the Leeds and Bradford Airport, the Avro 748 turbo-prop is powered by Rolls-Royce Dart engines which have more than 20 million flying hours of comparatively trouble-free running to their credit.

From the outset the aircraft was designed around a "fail-safe" structure which means, in effect, that failure of any one structural element will not lead to a catastrophic collapse or loss of control; the aircraft is capable of continuing its flight to its destination and landing without further damage to the structure.

The 748 offers operators a feeder-line aircraft that is economical yet as comfortable as the most modern airliners operating on inter-Continental routes. For the airline with short or medium-range routes, or the operator carrying a lot of freight as well as passengers and for the charter specialists, the Avro 748 combines flexibility with the reliability of straightforward design based on the experience of A V. Roe and Co. Limited in building famous aircraft for over 50 years.

Since its introduction into service with B.K.S. the 748 has built up a reputation for reliability, passenger comfort, and ease of servicing. It has cut flying times on all routes on which it has been employed.

Its introduction on the Leeds-Bradford Airport — London Airport service resulted in immediate increases in passenger and freight figures on the route.

Span	98ft. 6in.
Length	67ft.
Height	24ft. 10in.
Fuel Capacity	1,140 Imp. gallons
Engines	Two Rolls-Royce Dart of 1,700 s.h.p.

SSAFA provides an emergency home for children of Service and ex-Servicemen, when an unexpected crisis descends upon the family.

When the Trident – the world's first operational 3-jet rear-engined airliner – goes into full service next year, BEA passengers will step into a new age of speed, silence, comfort and – eventually – all-weather flying.

The de Havilland Trident cruises at 600 mph on the power of its 3 Rolls-Royce Spey by-pass jets. The noise level in the cabin has been described as a mere whisper – every passenger is seated in front of the engines. A very sophisticated design structure has been used, with all vital systems triplicated for maximum dependability. But perhaps the greatest advance of all is that the Trident has been designed and built from the start for automatic pilot-monitored blind approaches and landings.

This development – in which Britain leads the world – will be brought into use in stages over the next few years. The Trident will underline BEA's leadership among the airlines of Europe – and indeed of the world.



BEA

Trident

BUILT BY DE HAVILLAND • POWERED BY ROLLS-ROYCE

Model Aircraft Display

RADIO-CONTROLLED models are among those being demonstrated today by members of the Ecclesfield Model Aero Club. And once again, the club's display will include stunt, training and combat flying.

Featured in the stunt flying programme will be "Scorcher" built from a Yeoman kit and having a wingspan of 36in. This model is powered by a 2.5 c.c. diesel engine and is controlled by twin steel lines 50ft. in length. Trailing from the tail of the aircraft will be a 50ft. streamer and by clever use of the controls the pilot will attempt to cut his own streamer.

Two types of model will be used for training flights. The "Champ" is an excellent model for use by novices. It has a wingspan of 20in., is powered by a 1 c.c. diesel engine and is controlled by twin Terylene lines 35ft. in length. The other trainer is a "flying wing" type designed and built by Michael Oxley and Roger Parish, both of whom are members of the club. Two "flying wing" types will be flown in a combat display.

The radio-controlled aircraft has a wingspan of 5ft. and is controlled by a single channel radio transmitter and receiver.

A steward will be in attendance to answer questions concerning the model aircraft in the display.

Coastal Command

TWO widely different types of Coastal Command aircraft are taking part in today's display. From R.A.F. Leconfield comes a Whirlwind Mk. 10 helicopter of No. 228 Squadron which has performed many dramatic rescues along the Yorkshire coast. The crew of this aircraft will carry out a winching demonstration to illustrate how rescues are performed with the aid of this gas turbine-powered helicopter.

At the other end of the scale is the Avro Shackleton maritime reconnaissance aircraft a big, long-range machine which can patrol for as long as 24 hours at a stretch.

Shackletons are equipped to carry lifeboats which can be dropped to shipwrecked crews or aviators forced down over the ocean. The Mk. 3 version has a specially-designed interior to give increased comfort on these long range flights.

The aircraft's four 2,450 h.p. Rolls-Royce Griffon engines each drive de Havilland six-bladed counter-rotating airscrews.

SSAFA advises on all personal problems of Service and ex-Servicemen's families.

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The Percival Mew Gull

THE Percival Mew Gull being flown today by Mr. Eric Appleyard has twice won the King's Cup Air Race, and has an impressive list of victories in its log book. It has a fascinating history.

The aircraft was built in 1936 for Major A. M. Miller, a veteran South African pilot. It was registered ZS-AHM and named Golden City. Major Miller determined to make an attempt on the England-South Africa record and eventually set out from Gravesend. The aircraft ran out of fuel near Belgrade and force-landed, suffering considerable damage.

It was returned to this country, repaired and given its present registration — G-AEXF. Alex Henshaw entered the aircraft in the 1937 Folkestone Trophy Race and won at 210 m.p.h. He also raced the machine in the King's Cup event that year, taking second place.

The following year he won the King's Cup race at 236.25 m.p.h. and in 1939 he broke the England-Cape Town round-trip record with a time of four days 10hrs. 16mins.

What happened to the aircraft then is a little obscure, but it did spend the war years in France and in 1950 was discovered in a barn near Lyons by a Mr. H. E. Scrope. He filled the tanks and flew it back to Britain on a wing and a prayer, for the engine was on anything but good form.

Bought by Fred Dunkerley, the machine was rebuilt and flown by Peter Clifford in the 1954 King's Cup race. The following year he flew the aircraft in the same race and won at 213.5 m.p.h. That same year the aircraft was entered in the S.B.A.C. Cup Class at the National Air Races, which were held at Yeadon.

In 1957, G-AEXF won the Norton Griffiths Trophy at 200 m.p.h. and the following year it won the Air League Challenge Trophy at 202 m.p.h. Last year it was flown to Yeadon by Mr. Appleyard, who is now joint owner of the machine, and completely re-built. It was fitted with a 230 h.p. Gipsy Queen II engine, radio and other refinements.

(continued on Page 32)

SSAFA helps to solve family problems at home for men who are serving overseas.

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The Skylark III "F" Sailplane

THE Yorkshire-built Slingsby Skylark III "F" sailplane is being demonstrated today by Mr. J. C. Riddell, chief instructor of the Yorkshire Gliding Club which has its headquarters at Sutton Bank, near Thirsk. The Tiger Moth which will tow him off is normally based at Sutton Bank.

Mr. Riddell has been flying both powered aircraft and gliders since he was 17. He did most of his flying training at Cambridge with the R.A.F.V.R. The director of a Leeds engineering company, he lives at Collingham Bridge, near Wetherby.



U.S.A.F. participation in today's display will include McDonnell Voodoo aircraft similar to the one pictured here. They are capable of well over 1,000 m.p.h.



Over 17 and keen to fly?

He left school with G.C.E.—6 months later he was training to fly on jets

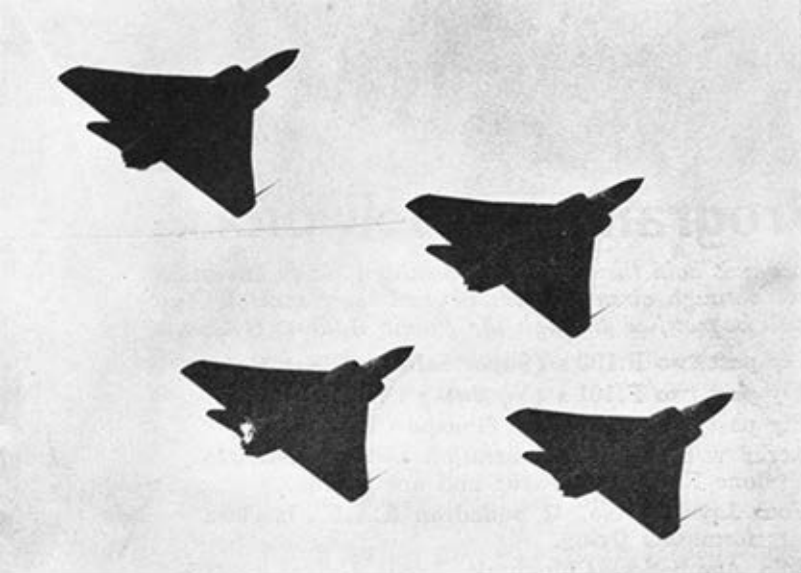
Now 23, he is the pilot of a Lightning—and he lives in a world that moves more than twice as fast as a .45 bullet. With his electronic equipment he can investigate, track, and, if necessary, bring down with Firestreak missiles, any unidentified object. He is one of the most highly-skilled, highly-trained men in the country. He has chosen a career that can offer greater satisfaction and rewards than almost any other profession. And it is a career that is open to *you*.

An aircrew officer is well paid: at 21 you could be a Flying Officer earning £1,000 a year. As a Flight Lieutenant of 25 drawing full allowances you could earn over £1,850. You will have a pensionable career to 38 with good prospects of service to 55. Alternatively you may choose to leave after 8 or 12 years with a tax-free gratuity.

Do you measure up to a flying career?

To become an aircrew officer you must be a leader with a strong sense of responsibility and have a sound education. You must have passed—or be still at school expecting to pass—G.C.E. at 'O' level (or equivalent) in mathematics, English language and three other acceptable subjects, before you can apply for a Direct Entry commission. You must be between 17 and 26. For full information write for the illustrated booklet 'Flying and You', giving your date of birth and details of education to Group Captain J. A. Crockett, R.A.F., Air Ministry (SSA54), Adastral House, London, W.C.1

The Royal 
Air Force 



Javelin all-weather fighters in formation.

The Gloster Javelin

THE first twin-engined delta-wing aircraft to fly, on November 26, 1951, the Gloster Javelin became, in 1956, the R.A.F.'s standard night and all-weather fighter.

Production ended in mid-1960 with the delivery of the last Mk. 8, but work continued on the conversion of Mk. 7s into Mk. 9s with reheat.

The Mk. 8 and 9 are, therefore, generally similar, with reheat Sapphire turbojets and an armament of four Firestreak missiles and two 30-mm Aden guns. Main differences are that they have U.S. and British radar respectively, and that only the Mk. 8 has a drooped wing leading edge and Sperry autopilot.

Span 52ft.

Length 56ft. 4in.

Speed Mach .94

Service ceiling 60,000ft.

A Gloster Javelin FAW Mk. 8 carrying four Firestreak guided missiles.



Flying Programme

(The Organisers cannot hold themselves responsible for any alteration in the Programme through circumstances beyond their control. Any such alteration will be notified through the Public Address System).

- Event No. 1 Fly past two F.100 s (Super Sabres) U.S.A.F.
Event No. 2 Fly past two F.101 s (Voodoos) U.S.A.F.
Event No. 3 Fly past Argosy R.A.F. Transport Command.
Event No. 4 Aerial re-fuelling demonstration — One KB-50J, one F.100, one F.101 and one RB.66.
Event No. 5 Four Javelins, No. 41 Squadron R.A.F., in close formation flying.
Event No. 6 Solo Aerobatics, Chipmunk, Leeds University Air Squadron.
Event No. 7 Fly past Beverley R.A.F. Transport Command.
Event No. 8 Aerobatics, Jet Provost from R.A.F. Church Fenton.
Event No. 9 Demonstration of Cessna 172D Skyhawk.
Event No. 10 Helicopter demonstration by No. 228 Squadron, R.A.F. Leconfield
Event No. 11 Demonstration of Skylark Sailplane by Mr. J. C. Riddell.
Event No. 12 Demonstration of Beaver by 6 Liaison/Depot Flight, Army Air Corps.
Event No. 13 Fly past Comet R.A.F. Transport Command.
Event No. 14 Solo Aerobatics, Gnat trainer, R.A.F. Valley.
Event No. 15 Percival Mew Gull, flown by Mr. Eric Appleyard.
Event No. 16 Fly past, Shackleton, R.A.F. Transport Command.
Event No. 17 Vampire aerobatics, by runner-up Wright Jubilee Trophy, R.A.F. Valley.
Event No. 18 Fly past Britannia R.A.F. Transport Command.
Event No. 19 Demonstration by Avro 748 turbo-prop of B.K.S. Air Transport.
Event No. 20 Formation aerobatics, Jet Provost Team, Central Flying School R.A.F.
Event No. 21 Demonstration V-bomber (Valiant) R.A.F. Marham.
Event No. 22 "Bomb Burst" Finale, Central Flying School's "Red Pelicans."

Flying Controller

Squadron Leader Owen Jones, R.A.F., Senior Air Traffic Controller, R.A.F. Church Fenton.

Commentator

Allen Rowley, Air Correspondent, Yorkshire Evening Post.

SPECIAL NOTICE — DANGER

It is particularly stressed that no member of the Public must attempt to cross the runways either before, during, or after the Air Pageant finishes.

The public must on no account go beyond the safety line guarding the runway, marked by a post and rope fence.

Acknowledgments

The Chairman and Council of the Association desire once again to express their very sincere appreciation to all those who have so kindly given their services voluntarily and willingly to assist in this annual SSAFA Air Pageant as under:

The Air Ministry and the Royal Air Force.

The United States Third Air Force.

The Army Air Corps, and all other participants.

The G.O.C. in C. Northern Command.

The Officer Commanding, Royal Air Force Church Fenton and All Ranks.

Yorkshire District Provost Company R.M.P., T.A.

The 12/13th Bn. The Parachute Regiment T.A.

The Yorkshire Evening Post.

Allen Rowley, Air Correspondent, Yorkshire Evening Post, Editor of this Programme.

The Chief Constable and all members of the West Riding Constabulary.

Superintendent J. Pawley, West Riding Constabulary, in charge of all traffic arrangements.

The British Red Cross Society, West Yorkshire Branch.

The St. John Ambulance Brigade, Midland Area West Riding Yorkshire.

The Manager and Staff of the National Provincial Bank, Leeds.

Mr. C. G. Carlton, Publicity Director, Associated Iliffe Press Ltd.

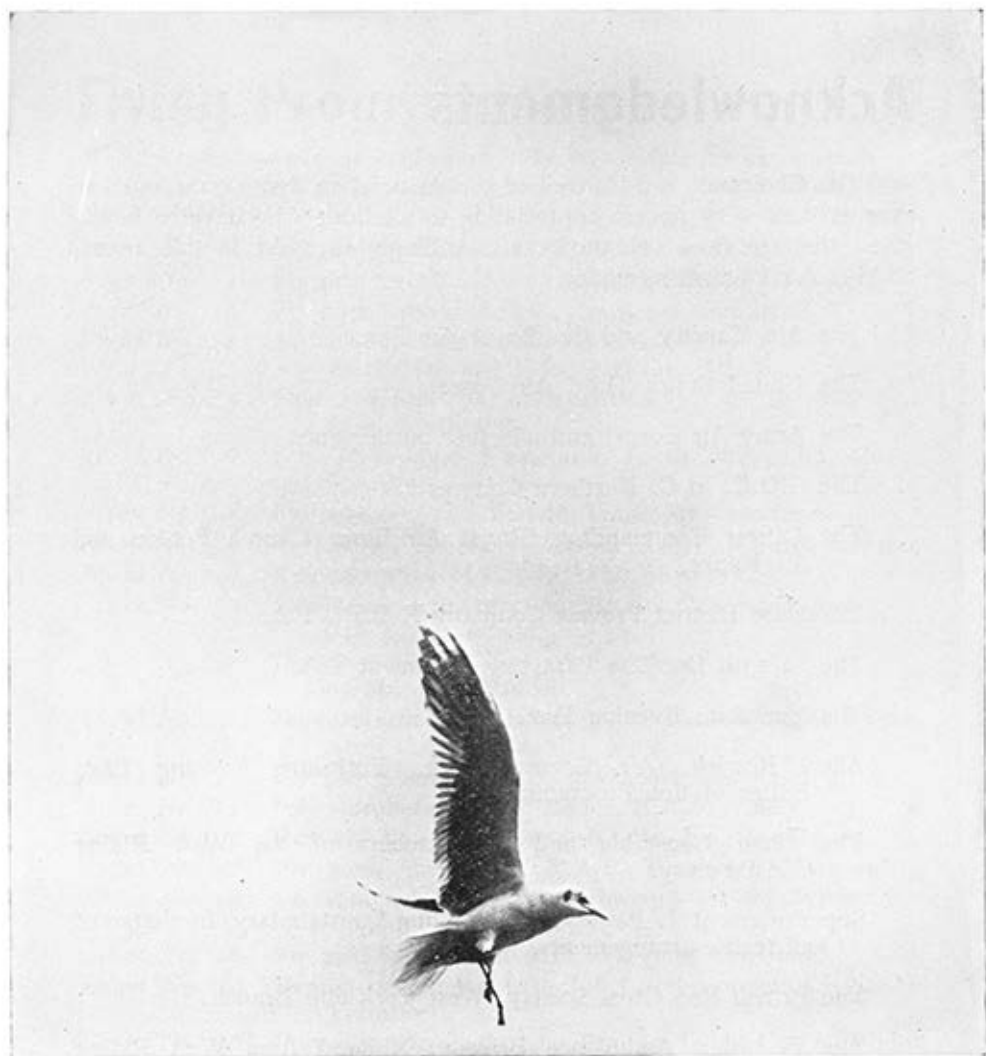
The Automobile Association.

The Royal Automobile Club.

All Ranks of the West Riding Air Training Corps.

Finally the spectators themselves, who each year encourage the Organisers so much by attending the SSAFA Air Pageant.

It is hoped that they will have a most enjoyable day.



Outflown

Today, an aircraft can rise vertically, hover and fly horizontally. Combine this with man's ability to fly faster and farther and it can be said that he has truly outflown the bird—his original inspiration. Bristol Siddeley are foremost in the supply of power for aircraft: lift/thrust engines for V/STOL aircraft... jet engines for bombers, fighters, civil aircraft, hovering craft... ramjets and rocket engines for missiles—there is no wider range of air power in the world.



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A Douglas B-66 Destroyer similar to the one pictured here is scheduled to take part in today's flying display. The B-66 has a span of 72ft. 5ins., a length of 75ft. 1in., and a range of over 1,500 miles.

How To Get Home

THE ordinary stage carriage service from Church Fenton via Ulleskelf to Sherburn and Tadcaster will be duplicated.

There will also be a shuttle service between the airfield and Church Fenton railway station.

The stage carriage service and the shuttle service will pick up passengers after the air display at the pedestrian entrance (Gate 1) which is situated at the southwest corner of the airfield, leading on to Busk Lane.

Bus notices are erected in Busk Lane to guide intending passengers on leaving the airfield.

Excursion coach parties, who on arrival were dropped in Coach Park "B" inside the airfield, will re-embus here after the air display.

SSAFA ensures that widows of ex-Servicemen are not left lonely and destitute.

A Church Fenton



A Yorkshire Evening Post picture of Gloster Gauntlet fighters rehearsing over Church Fenton for a pre-war air display.



Meteor jets such as those pictured here were familiar in Church Fenton skies in the post-war years.

SSAFA's work is voluntary work.

Picture Parade



Members of No. 19 Squadron bought this old London taxi for use as a runabout on the station.

Flying Officer Frederick Lionel Bass-Worthington, Mk. III the alligator mascot of No. 72 Squadron, pictured with Flight-Lieutenant K. McLean, who had flown him from Southport to Church Fenton. The mascot, given by Mr. Frank Farrar, of Southport Zoo, was formally presented to the squadron by the then Mayor of Southport, Councillor Mrs. Mae Bamber.



No. 609 (West Riding) Squadron, Royal Auxiliary Air Force had a long association with Church Fenton. Here members of the squadron are seen wheeling one of their Meteors from a hangar.

When help is needed — through SSAFA your money can buy happiness.

*THIS AIR PAGEANT IS IN AID OF THE SOLDIERS', SAILORS'
AND AIRMEN'S FAMILIES ASSOCIATION.*

and this is WHAT SSAFA DOES —

It is a nation-wide voluntary organisation whose object it is to help and advise the families of Service and ex-Service men and women and to provide them with relief when they are in distress. There are 1,500 SSAFA Branches in the United Kingdom and in many stations abroad, manned by some 12,000 voluntary workers. It is almost entirely dependent on voluntary financial support.

THE WELFARE SERVICE — Apart from the families of serving men our work for ex-Service families increases every day, widows in particular form a very considerable number of the cases we help.

The increase in the numbers of Servicemen who are married, and the ex-Service families of two Wars whose main source of income is only a pension, means an ever increasing load upon our finances.

THE OVERSEAS SERVICE assists Commanding Officers in the handling of their men's family problems whilst they are overseas and provides a welfare link between the Serviceman and his home.

THE CLOTHING BRANCH — supplies garments, footwear, Layettes and bedding to Service and ex-Service families in real need or emergency.

THE CHILDREN'S HOME — at Chelmsford, Springbok House, provides emergency "short-stay" accommodation for Service and ex-Servicemen's children when an unexpected crisis descends upon the family.

THE SSAFA NURSING SERVICE — provides some hundred fully trained nurses caring for Service families in garrisons overseas — in fact the equivalent of the "District Nurse." Though the cost of this service is now borne by Public Funds it is under the administrative control and direction of SSAFA.

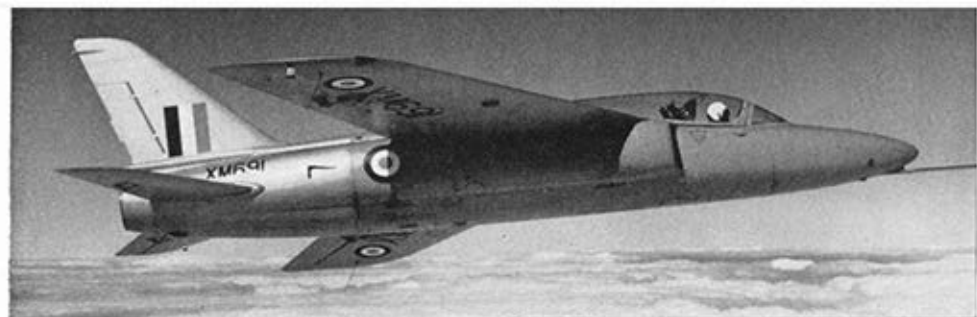
THE OFFICERS' BRANCH — provides rent free flats, rent grants and emergency help for the widows and unmarried daughters of deceased Officers.

—.—O.—.—

THE SOLDIERS', SAILORS' AND AIRMEN'S FAMILIES ASSOCIATION

27 QUEEN ANNE'S GATE, LONDON, S.W.1.

Founded in 1885. Incorporated by Royal Charter 1926.



Folland Gnat Trainer

VARIANTS of this remarkable little jet have been supplied to India, Finland and Yugoslavia and, at the time of writing, the Folland company has hopes of selling the aircraft to Australia for training purposes.

The prototype Mk. 1 trainer, of which 100 are being built for the R.A.F., first flew on September 1, 1959. The aircraft, which is fitted with two Folland Mk. 4 G.T. runway level ejector seats, retains the simplicity of design and lack of complicated systems of the Mk. 1 fighter which makes it well suited for manufacture under licence.

For weapon training or operational use the Gnat Trainer can carry a variety of external stores including guided weapons, bombs, guns, rockets and cameras.

The standard R.A.F. advanced trainer version has a Bristol Siddeley Orpheus engine of 4,230lb. thrust which gives the aircraft a speed of Mach 0.95.

Other variants supplied to the Indian and Finnish Air Forces have the Orpheus 701 engine which provides 4,700lb. thrust. This gives considerably improved performance and permits the aircraft to climb to 40,000ft. in just over six minutes.

Span 24ft.

Length 31ft.

Height 10ft. 6in.

All up weight 8,000lb.

SSAFA Champions the Cause of the Forces' Families.



The Cessna Skyhawk

ONE of the wide range of world-famous light aircraft produced by the American Cessna company, the Model 172D "Skyhawk" is appearing in the static and flying displays at today's event.

An aircraft of this type, and the engine that powers it, holds the world record for single-engine endurance flying.

The record was established with a flight lasting an astonishing 64 days, 22 hours, 19 minutes, five seconds!

In February of this year, the 50,000th aircraft manufactured by the Cessna Aircraft Company — a Skyhawk bearing the distinctive registration N50000 — was delivered to a company in South Carolina.

The entire cabin of the Skyhawk is insulated and sealed against sound and weather, whilst the installation of heating, ventilation and defrosting systems assures maximum cabin comfort for all-weather operation.

The Skyhawk on view today appears by courtesy of Messrs. W. H. and J. Rogers (Aviation) Ltd., of Great Barford, Bedford, who state that a suitably equipped aircraft of this type costs between £5,000 and £7,500.

Coloured Taoe blue and Vestal white, the aircraft has dual controls, millibar altimeter, internal corrosion proofing, stall warning and pilot head heater.

Span	36ft. 2in.
Length	26ft. 6in.
Height	8ft. 11in.
Gross weight	2,500lbs.
Top speed	148 m.p.h.
Fuel capacity	52 gallons

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Army Air Corps' Beaver

BBUILT in Canada by the de Havilland company, the Beaver used by the Army Air Corps is the AL.Mk.I. A single-engined high-wing monoplane of all-metal construction, it is designed to carry a pilot and five passengers. It can be used in a number of roles.

A tough and reliable workhorse, with remarkable short landing and take-off capabilities, the Beaver is in world-wide service.

The aircraft being demonstrated today is from No. 6 Liaison/Depot Flight, A.A.C., based at Middle Wallop, Hampshire. This Flight functions mainly in the liaison role with an emphasis on V.I.P. flights. This task alone takes the Flight throughout the length and breadth of the U.K. and to Europe.

Members of The Parachute Regiment and 22 Special Air Service Regiment make regular parachute drops from Beavers. Aerial photography can also be carried out from the aircraft, with the rear door removed, and in this role the aircraft is particularly useful for low-level oblique shots. Tactically it can be used as an Air Observation Post, and for reconnaissance duties.

Span	48ft.
Length	30ft. 3ins.
Speed	163 m.p.h. (maximum)
Range	455 miles

A Westland Whirlwind helicopter. An aircraft similar to the one pictured here will be used by members of No. 228 Squadron, based at Leconfield, to illustrate how rescues are performed with the aid of this gas turbine-powered helicopter.





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No.7 Flying Training School

NO. 7 Flying Training School, which was re-formed at Church Fenton on March 13, 1962, was originally formed at Peterborough in December, 1935, to provide a six-month pilot training course using such aircraft as the Avro Tutor and Hawker Hart.

During May, 1939, the function of the school was changed to provide a training course for prospective Fleet Air Arm pilots and with the outbreak of war in September of that year, the length of the course was reduced to four months.

In January, 1940, the Fairey Battle was added to the strength of the school and in August of the year the unit embarked for Canada under the Empire Air Training Scheme. Upon completion of the move the unit was re-named No. 31 (S) Flying Training School.

In June, 1942, the unit was re-formed as an advanced Flying Training School, again at Peterborough. The primary task consisted of refreshing and acclimatising pilots trained overseas, many of whom were French, Dutch or Belgian. The aircraft used were Masters, Spitfires and Oxfords.

In April, 1946, the unit moved to Kirton-in-Lindsey and in the following year re-commenced training Naval pilots. A further move took place to Cottesmere in 1948 and the unit regained its name of No. 7 Flying Training School.

The unit badge was officially approved in 1949 and consists of a sprig of maple, a key and the words "Arming to Strike." The key, derived from early association with Peterborough, signifies knowledge, and the maple commemorates the unit's residence in Canada.

Following a disbandment in 1954, the unit re-formed at Valley and once again had the role of training Naval pilots. The aircraft used was the Vampire T.11 advanced trainer. In 1958 a combined basic and advanced Naval Training School was set up at Linton-on-Ouse and Naval students were transferred to that station.

In June, 1958, the remnant of No. 7 F.T.S. combined with No. 4 F.T.S., which moved from Worksop, and provided an advanced flying training facility for post-graduate students under the title No. 4/7 Flying Training School. In July, 1960, the No. 7 F.T.S. element was officially disbanded.

The first course of students to complete their training and gain their "wings" after the school had re-formed at Church Fenton had their passing out parade on March 15, last, when the reviewing officer was Air Marshal Sir Alfred Earle, A.O.C. in Chief, Technical Training Command.

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Church Fenton R.A.F. Station

TODAY'S SSAFA Air Display is being staged at Church Fenton R.A.F. Station for the first time. The current home of No. 7 Flying Training School, Church Fenton has long been known as a fighter station and, as such, has been a base for some of the R.A.F.'s best-known aircraft.

Officially opened on April 1, 1937, it received its first two squadrons within the next two months. They were Nos. 72 and 213. No. 72 was equipped with Gladiator II's and No. 213 with Gauntlet II's. Both squadrons had been re-formed as part of the Government's R.A.F. expansion policy.

In 1938, No. 213 Squadron was moved to Wittering and replaced at Church Fenton by No. 64 Squadron equipped with Demon I fighters. Soon after their arrival they combined with No. 72 Squadron to give an exhilarating display to 3,000 visitors who braved the rain to attend the first open day at the station.

In World War Two, Church Fenton became one of the most important Fighter Command stations in the country. Its history during this period can be divided into three distinct phases: September 1939–December 1940, when its squadrons were engaged in the defence of the east coast and inland towns; January 1941–May 1942, which saw the station filling a vital role as a night fighter training unit; and June 1942–May 1954, when its squadrons carried out the twin roles of defending the area and intruding against important objectives on the Continent.

Among the squadrons formed at Church Fenton in 1940 was No. 306, composed almost entirely of Polish personnel; and No. 71 (Eagle) Squadron, which aroused special interest because it was the first American squadron to be formed in the R.A.F.

The station was a regular target for German intruder aircraft and there were times when they caused havoc to the flying training programme. German raiders frequently attacked when training aircraft were in circuit and were responsible for many of the losses during the period March to September, 1941, when 25 flying fatalities were recorded.

The damage these raids caused can be gleaned from two examples: on January 16, 1941, a lone German raider succeeded in making three Blenheims crash land. On April 25, in the early hours of the morning, another German raider shot down one training Blenheim, caused another to crash land, fired on a taxiing Blenheim and caused it to collide, then dropped eight bombs which destroyed one parked aircraft and destroyed several others.

An notable occasion of the immediate post-war period was the arrival of a silver-painted Dakota on October 26, 1945. Its lone passenger was Lord Montgomery en route to receive the freedom of Huddersfield.

The most notable feature of 1946 was the arrival of jet aircraft at the station. They were the Meteor F.3's of No. 263 Squadron. This squadron had a very active time at Church Fenton for, apart from their regular training and many exercises, they carried out many flying demonstrations. Most noteworthy of these were the Victory Day and Battle of Britain flights over London.

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Percival Mew Gull—continued

Mr. Appleyard, who lives at Calverley, and is a Bradford wool exporter, has been flying since 1941. Initially he was an Army glider pilot but was then transferred to R.A.F. Transport Command with which Service he did some of the snatch pick-up tests on gliders.

A keen amateur pilot, he has entered the National Air Races on several occasions and is a joint holder of the Kemsley Trophy.

Besides his half-share in the Mew Gull he owns a tiny Chilton machine which is among the smallest racing aircraft in the country.

Air Display Prizes

A NUMBER of prizes are being given in connection with today's display. In a competition organised by the Yorkshire Evening Post, in conjunction with S.S.A.F.A., 11 prizewinners have each been asked to invite three friends on an aerial tour of Yorkshire in the new Avro 748 turbo-prop of B.K.S. Air Transport. Prizes offered today (watch out for the loudspeaker announcements) include a free return flight to Jersey (given by British United (C.I.) Airways, and model aircraft kits (given by the King Charles Sports Centre, Leeds).



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