

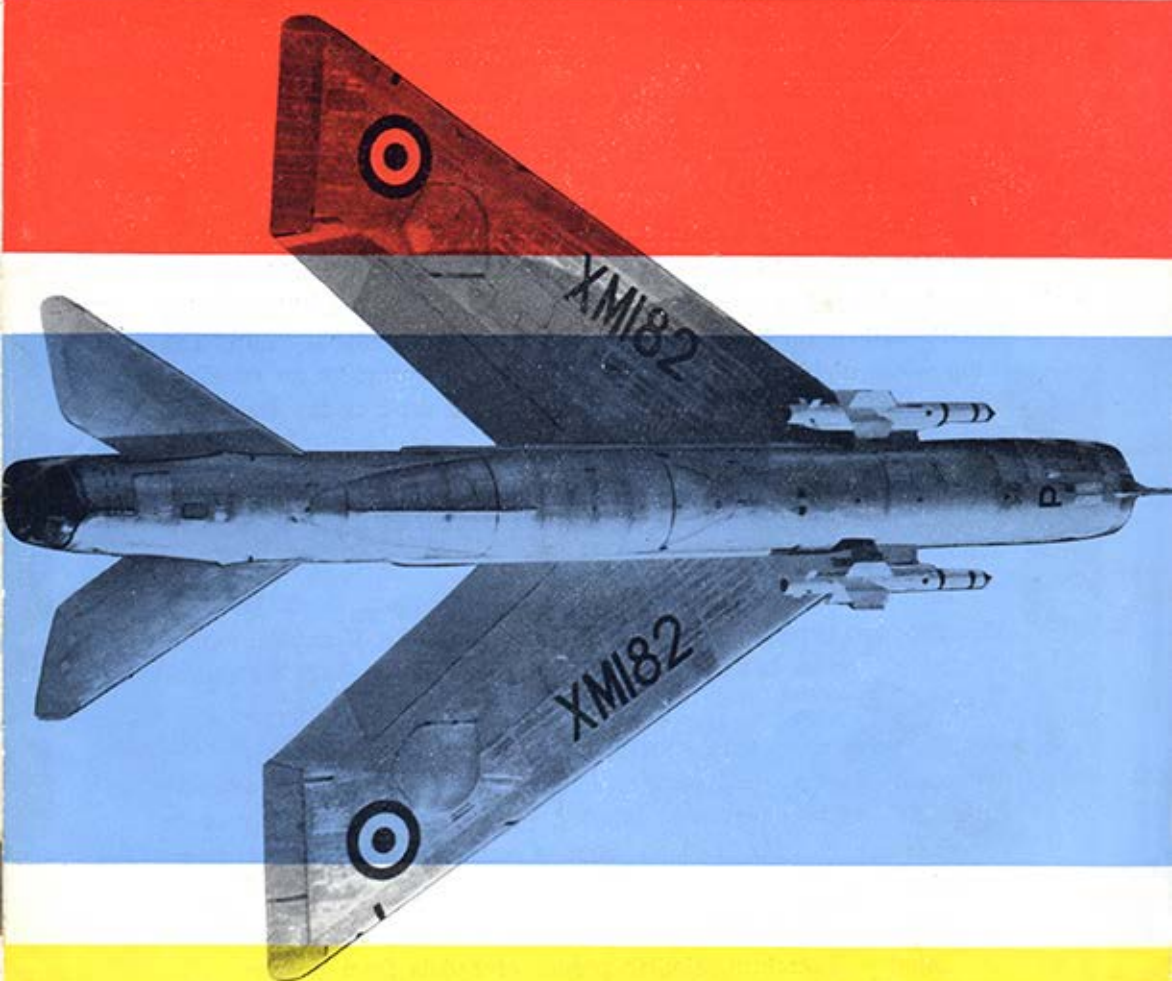
OFFICIAL PROGRAMME 1s.6d.

SSAFA INTERNATIONAL

AIR PAGEANT

R.A.F. CHURCH FENTON

18 May 1964



FLIGHT
International

THE COMPLETE
AVIATION
MAGAZINE

THURSDAY 1s.6d.

Air Cadets

THE AIR CADET organisation includes the Air Training Corps and the R.A.F. Sections of the Combined Cadet Force. The squadrons of the A.T.C. are formed on a school or on a local basis with the help of school authorities and local civilian committees.

The squadrons are staffed by volunteer officers, warrant officers and civilian instructors. The R.A.F. sections of the C.C.F. are formed on a school basis and are run by volunteer officers who are members of the schools' teaching staffs. There are about 40,000 cadets in the two air cadet organisations.

In all units the aims are the same: to help and develop better citizens and to encourage an interest in the Royal Air Force and air matters generally.

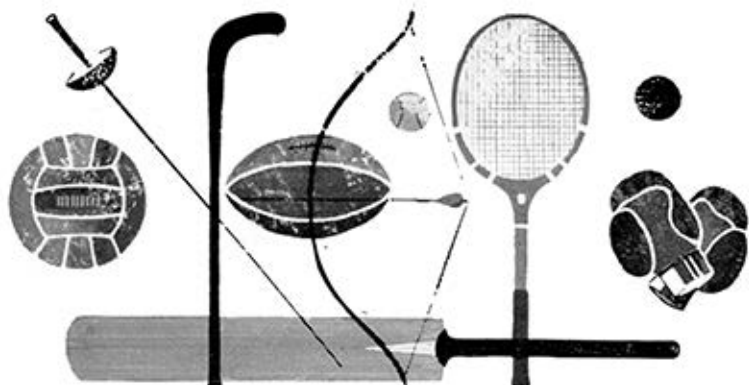
Training at squadron headquarters, or at school, occupies much of the cadet's time and covers a wide variety of subjects all of which are of absorbing interest to young men. Cadets are given opportunities to visit R.A.F. stations on field days and for a seven-day annual camp. The camp is the highlight of the year's training and provides an excellent opportunity for cadets to see the daily life and work of the Royal Air Force.

The emphasis is on outdoor activities and almost all cadets are given a flight, many in the latest operational aircraft and some to overseas stations.

In addition, cadets are encouraged to take part in all kinds of adventure and expedition training, sports and hobbies. Competition rifle shooting is encouraged and many cadets represent their units in the annual "Cadets' Bisley."

The prize most sought after by an air cadet is undoubtedly the opportunity to take part in the international cadet exchange scheme. Under this scheme parties of selected cadets are flown each year to America and Canada and to other Commonwealth and European countries.

They stay for about three weeks as guests of the Air Cadets of their host country. In return, similar parties of cadets from overseas visit Britain. The award of an exchange visit is highly prized and through the scheme many hundreds of cadets have been given an unforgettable experience.



NAAFI is proud to be the main supplier of sports equipment to the Forces and their families; proud, too, of the comprehensive nature of its service, built on more than 42 years of experience. All sports goods sold by Naafl are made by reputable manufacturers and sold at very competitive prices, less discount. An instalment credit scheme enables customers to buy the more expensive items on easy terms. Service after sale is, of course, provided.

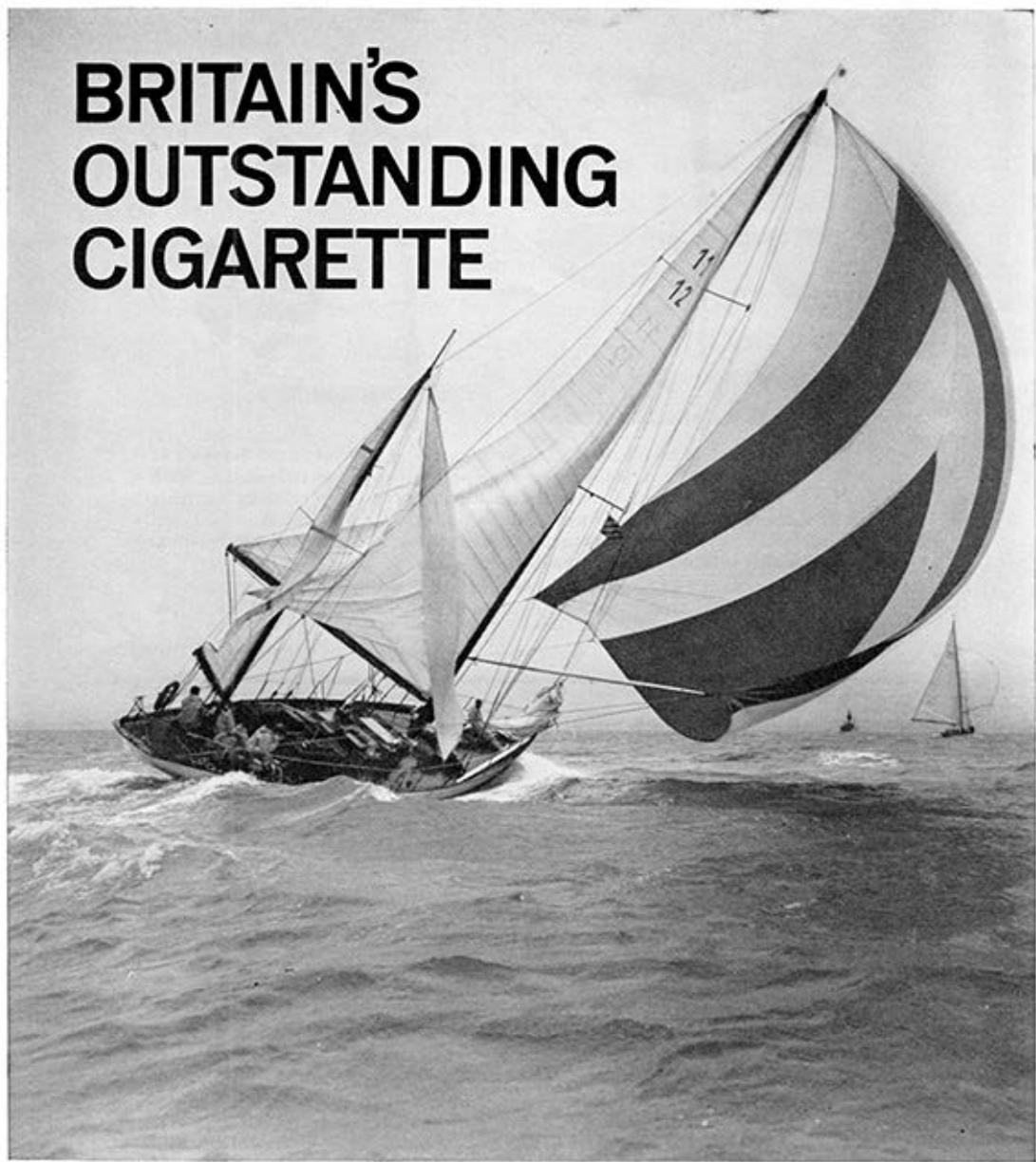


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Aerobatic Expert

NEVILLE BROWNING, who is today flying the Zlin pictured above, has been flying since World War One. He joined the R.A.F. before the end of 1914-18 war and gained his wings.

He has been fond of aerobatics since he started flying and, in fact, won a £5 bet from his fellow pupils by looping on his first solo!

He holds one of the earliest commerial licences—No. 1641—which was issued in 1928. His first "civvy" aircraft was a war surplus Sopwith Camel, for which he paid £5.

He did charter flying, joy-riding and club-instructing until 1938 when he joined an R.A.F. flying training school at Hanworth. In two years he trained 150 pilots.

He stayed with Training Command until mid-1940 when he was given the task of forming an experimental night fighter unit. He also ran a highly-individual aerial photographic unit. He was then based at Stapleford where his wife ran a farm adjacent to the airfield.

After the war he became chief flying instructor at Broxbourne, later moving back to Stapleford.

The aircraft he is flying is Czech built and this model was demonstrated at Biggin Hill last year. Zlin had an excellent reputation as builders of light aircraft before World War Two. Since the war they have been building very successful two-seater trainers.

The Model 326, flown by Neville Browning, is the latest type and is well-known at international aerobatic meetings.

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 Lightning Fighter

IN SERVICE with R.A.F. Fighter Command, the Lightning has a top speed of over Mach 2, making it one of the fastest aircraft of its type in the world. The F.1 had a standard armament of two side-mounted Firestreak missiles and two 30 m.m. Aden guns. The F.3 carries the improved Red Top missile and has more powerful engines. The side-by-side two-seat T.4 version is used for conversion training. All versions have Ferranti Airpass fire-control radar in the intake centre-body.

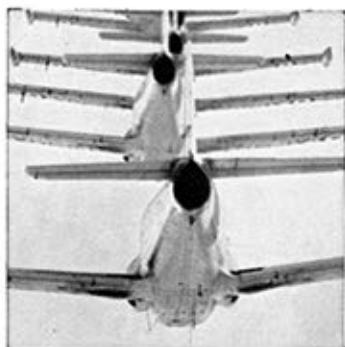
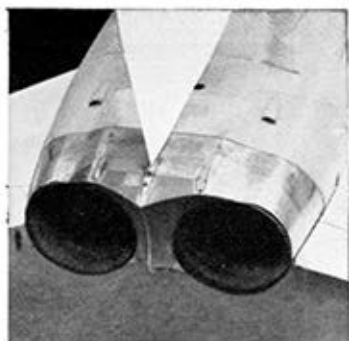
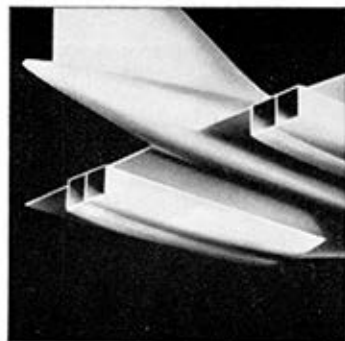
Flt. Lt. R. M. Leach

A FORMER member of the Leeds University Air Squadron, Flt. Lt. Richard Michael Leach (28), a native of Bramhope, Leeds, is performing solo aerobatics in a Jet Provost of No. 7 Flying Training School.

An instructor with No. 7 F.T.S., Flt. Lt. Leach has been in the R.A.F. since 1959, having learned to fly with Leeds U.A.S.

His father, the late Mr. Frank Leach, who was well-known in the motor trade in Leeds, was a pilot in the Fleet Air Arm in World War Two.

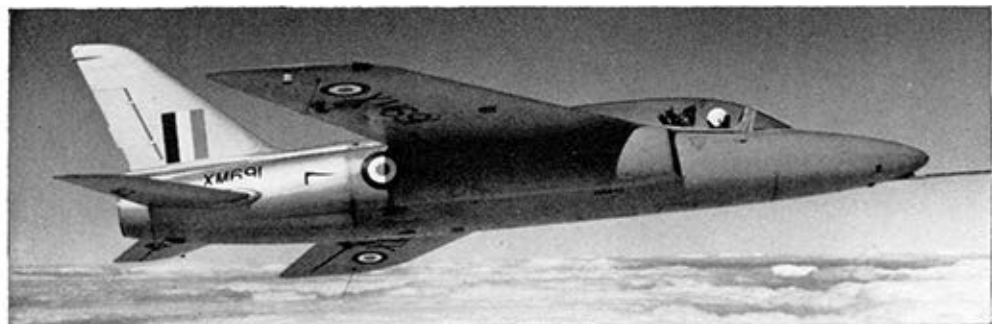
Flt. Lt. Leach is married and lives at Linton, near Wetherby.



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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 were ordered 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 40,000 feet in just over six minutes.

Span 24ft.

Length 31ft.

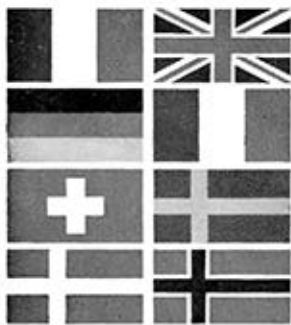
Height 10ft. 6in.

All up weight 8,000lb.

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



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No. 3 F.T.S. Aerobatic Team

THE aerobatic team from No. 3 Flying Training School, R.A.F. Leeming, comprises Squadron Leader D. W. Tanner, D.F.C., Flight Lieutenant E. D. Evers and Flight Lieutenant A. W. Parr.

Leeming has had an aerobatic team since the flying training school was established there in 1961. The present team was formed this year and this is the first of their public appearances.

Their Jet Provost Mk. 4 aircraft are standard trainers in every day use at Leeming. All three pilots are flying instructors and practice for their public appearances has to be fitted in with their normal duties.

Squadron Leader David Tanner is 34, married with three daughters. A native of High Wycombe, Bucks., he joined the R.A.F. in 1948 and trained on Tiger Moth and Harvard aircraft in Southern Rhodesia.

He later served with Fighter Command, flying Meteor F8s at Linton-on-Ouse and Duxford with No. 65 Squadron, and then with No. 8 Squadron (Venoms) at Aden, where he was awarded his D.F.C.

He returned to Flying Training Command in 1961 and is now C.O. of No. 2 Squadron at Leeming.

Flt. Lt. Eric Evers is 27, married with two daughters. He trained in Canada on Harvards and T.33s after joining the R.A.F. in 1955.

He flew Meteors in Germany until 1961 when he went to the Central Flying School to train as an instructor.

Last year he flew with the Leeming aerobatic team in displays at Aldergrove and Finningley.

Flt. Lt. Arnold Parr is 30, married with two sons. He joined the R.A.F. in 1952 and served with Fighter Command (245 Squadron) until 1956 when he went to Cyprus until 1958. He then joined No. 88 Squadron, flying Canberras in Germany.

In 1960 he went to Leeming as a flying instructor and was a member of last year's aerobatic team. He is C.O. of "D" Flight at Leeming.

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

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How long do you serve? A Direct Entry commission gives you a guaranteed, pensionable career to 38 (or for 16 years). Alternatively you may choose to leave after 8 or 12 years with a gratuity of up to £5,000.

Don't wait for your results: send NOW for this free book! Send today for 'Flying and You', the illustrated guide to flying careers and life in the R.A.F. Write, giving your date of birth and details of education, to Group Captain J. W. Allan, D.S.O., D.F.C., A.F.C., R.A.F., Adastral House (SSA 116), London, W.C.1.



Flying Officer Mick Paley, 22, is a Canberra pilot in Germany. In two years his duties have taken him to Nairobi, Cyprus, Libya, Malta and Gibraltar. He comes from Gosport, joined the R.A.F. on leaving school. 'Flying, travel, sports, the social life—it all adds up to a way of life, not just a job.'

The Royal Air Force

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Sea Vixen

THE SEA VIXEN being demonstrated today comes from the Royal Navy air station at Yeovilton. A two-seat day and night all-weather fighter, the Sea Vixen successfully completed its trials in April 1956.

The first fully-developed aircraft flew on March 20, 1957, and the first Sea Vixen squadron (No. 892) was formed on July 2, 1959.

The aircraft has a span of 50ft., a length of 53ft. 6½ins. and a height of 11ft. Powered by two Rolls-Royce Avon turbojets, it is capable of supersonic speed in a dive and has a surface ceiling of 48,000 feet.



A Civilian Spitfire

A SPITFIRE fighter which has two "kills" to its credit is being flown today by its owner, 25-year-old Mr. T. A. Davies, a director of a London wine company. The Spitfire was issued to No. 222 Squadron during World War Two and Mr. Davies bought it in Belgium last year. Mr. Davies, a keen private pilot with 15,000 hours' experience, says it is one of the most exciting aircraft he has handled. He should know — he has flown 50 different types.

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R.A.F. Transport Command

FOUR TYPES of Transport Command aircraft are taking part in today's display. Oldest is the well-known Beverley, built at Brough, East Yorkshire.

Beverleys have been in service with Transport Command since 1956. A total of 47 Beverleys was ordered and the last was delivered in May, 1958. They have seen service in all parts of the world, often operating through airfields which no other aircraft of such a size could have used.

The Beverley 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.

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. Aircraft of this type played an important part in the recent airlifts to Cyprus.

With a span of 142ft. 3in., a length of 124ft. 3in., and a cruising speed of 403 m.p.h., the Britannia has a range of 4,480 miles with maximum payload.

The Comet has been in service with Transport Command for some time. The 4C variety can carry 72-102 passengers at a speed of 525 m.p.h. over 2,590 miles. The aircraft has a span of 114ft. 10in., a length of 118ft., and a height of 29ft. 6in.

The Argosy is a four-engined turbo-prop transport. An initial order for 56 of these versatile aircraft was placed some time ago and they are now in service.

The military version of the Argosy has Dart engines which give 2,870 e.h.p. each with water-methanol injection, compared with the 2,100 e.h.p. Darts of the civil version. Other modifications include the deletion of the nose-loading door and the introduction of large side paratroop doors, a nose radome and a flight refuelling probe over the flight deck. Maximum payload is 29,000lb.

Free-Fall Parachuting

CONDITIONS being suitable, members of the 12/13 Parachute Battalion (T.A.) will demonstrate free-fall parachuting. On long-delayed drops, exponents of the art can carry out a series of aerobic movements.

This is one of the most exciting sports in the world and it is becoming increasingly popular.

The lowest safety height for opening the main parachute is 2,000ft.

Transport Command



BRITANNIA



BEVERLEY

at Today's Display



COMET



ARGOSY

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). It is very much regretted that owing to urgent Service commitments the United States Air Force is unable to participate this year).

- Event No. 1 Demonstration ZLIN.326 — Mr. Neville Browning.
Event No. 2 Fly past, Beverley, No. 47 Squadron R.A.F.
Event No. 3 Demonstration, Piper Twin Comanche — Mr. Michael Morss, Northern Air Taxis Ltd.
Event No. 4 Solo Aerobatics, Gnat, No. 4 Flying Training School, R.A.F.
Event No. 5 Formation Aerobatics, Jet Provost Team, R.A.F. Leeming.
Event No. 6 Fly past, Argosy, No. 267 Squadron R.A.F.
Event No. 7 Free Parachute Fall, 12/13 Bn. The Parachute Regiment (T.A.) (Auster Aircraft).
Event No. 8 Helicopter Demonstration, No. 228 Squadron R.A.F.
Event No. 9 Demonstration, Cessna Skylark, Westair Flying Services Ltd.
Event No. 10 Solo Aerobatics, Lightning, No. 92 Squadron R.A.F.
Event No. 11 Fly past, Britannia, No. 511 Squadron R.A.F.
Event No. 12 Demonstration, Piper Colt of Yorks. Wings Club — Mr. A. E. Woffindale.
Event No. 13 Formation Flying Demonstration, Chipmunks, Leeds University Air Squadron.
Event No. 14 Solo Aerobatics, Chipmunk — Flt. Lt. Graeme Cameron, Leeds University Air Squadron.
Event No. 15 Fly past, Comet, 216 Squadron R.A.F.
Event No. 16 Demonstration, Sea Vixen, Royal Navy, Yeovilton.
Event No. 17 Demonstration, Blackburn B.2 Trainer — Mr. D. Whitehead, Chief Test Pilot of Hawker Blackburn Division of Hawker Siddeley Aviation.
Event No. 18 Demonstration, Valiant Bomber, 148 Squadron R.A.F.
Event No. 19 Demonstration, Spitfire — Mr. T. A. Davies.
Event No. 20 Glider and Tug, R.A.F. Leeming.
Event No. 21 Solo Aerobatics, Jet Provost — Flt. Lt. R. M. Leach, R.A.F. No. 7 Flying Training School, R.A.F. Church Fenton.
Event No. 22 Demonstration, Lemoigne Parachute, 12/13 Bn. The Parachute Regiment (T.A.).
Event No. 23 Demonstration, Riley 65 — Messrs. Williams Air Charter.
Event No. 24 Free Parachute Fall, 12/13 Bn. The Parachute Regiment (T.A.) (Auster Aircraft).
Event No. 25 Meteor Aerobatic Team, R.A.F., Strubby.

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.

All Participants in the Flying Programme.

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

Group Captain D. R. Stubbs, D.S.O., O.B.E., D.F.C., The Officer Commanding, Royal Air Force, Church Fenton, and all Ranks.

All Ranks of the West Riding Air Training Corps.

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.

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.

This Programme is printed by the Yorkshire Evening Post Printing Co. Ltd., Doncaster.

FLYING PROGRAMME OFFICIALS

Flying Controller

Squadron Leader O. N. Jones, R.A.F., Senior Air Traffic Control Officer, R.A.F. Church Fenton.

Commentator

Allen Rowley, Air Correspondent, Yorkshire Evening Post.

—.—0.—.—

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 safety line guarding the runway is marked by a post and rope fence, and danger notices, the Public must on no account go beyond the safety line.

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Northern Air Taxis Ltd.

A PIPER Twin Comanche of Northern Air Taxis Ltd. is being flown today by 35-year-old Mr. Michael Morss, a former test pilot with Gloster Aircraft.

A native of Ayrshire, Mr. Morss joined the R.A.F. 14 years ago and flew Meteors with Fighter Command. On leaving the Service he worked as a technician at Boscombe Down and later served with the Royal Auxiliary Air Force at Biggin Hill. He then joined Glosters and worked as a test pilot on Meteors and Javelins. He later worked with Scottish Aviation as a test pilot.

Northern Air Taxis Ltd. is a fairly new company. It has its headquarters at the Leeds and Bradford Airport.

Its Twin Comanche aircraft is a four-seater with a top speed of 205 m.p.h. and a cruising speed of 194 m.p.h. The aircraft has a span of 36ft., a length of 25ft., and a height of 7ft. Its range is 1,000 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 near the pedestrian entrance (Gate 1) which is situated at the south west 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.



Drill Trophy won by 2168 Squadron being presented by the Commandant (left) to Wing Commander R. W. Dean.

The Air Training Corps

THE motto of the Corps is VENTURE ADVENTURE, and young men who present themselves for enrolment and are lucky enough to be accepted, very soon discover when they commence their training that the Air Training Corps lives up to its motto.

Discipline, healthy recreation, comradeship, coupled with specialised training in such subjects as navigation, signals, airmanship, meteorology and engines; opportunities for air experience in powered aircraft or gliders all contribute to the adventure sought by the entrant.

Squadrons of the Air Training Corps are established throughout the West Riding, the main centres being at the Royal Air Force site at Yeadon, at Leeds, Bradford, Dewsbury, Halifax, Huddersfield, Holmfirth and Ilkley.

Young men anxious to enrol should approach, without delay, the headquarters of the unit in their respective neighbourhoods or, if this is not known, they should communicate with Headquarters, West Riding Wing A.T.C. R.A.F. Yeadon, who will advise them of the address of the A.T.C. Squadron nearest to their homes.

Today the West Riding Wing Air Training Corps is busy manning the gates and car parks etc. and doing the hundred and one things such as programme selling to help to make this SSAFA Air Pageant a success.

Wing Commander N. Hammond O.B.E., who has commanded the West Riding Wing A.T.C. for many years, relinquished his command on the 30th April, and handed over to Wing Commander R. W. Dean, who has commanded No. 2168 (Yeadon) Squadron A.T.C. for the past twelve years and prior to that was a Staff Officer at Wing Headquarters.



Leeds University Air Squadron

A REGULAR "star" at S.S.A.F.A. displays over the past few years, Flight Lieutenant Graeme Cameron, an instructor with the Leeds University Air Squadron, will be making his last appearance in this role today. He leaves the R.A.F. in August.

In the past he has thrilled air display crowds with his aerobatics in Provost and Chipmunk aircraft. Today he is flying a Chipmunk.

Aged 31, Flt.-Lieut. Cameron is married and has three children. He lives at Alwoodley, Leeds, and has been an instructor with Leeds U.A.S. since 1959. He joined the R.A.F. in 1951 and trained in Southern Rhodesia. He did a tour on night fighters in the Middle East and had a second tour on similar aircraft at Church Fenton. He then joined the Central Flying School before his posting to Leeds U.A.S.

Formed in 1941, the Leeds U.A.S. has its headquarters in University Road, Leeds. Its flying is done from Dishforth R.A.F. Station. It has previously used Yeadon, Church Fenton and Sherburn airfields.

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 as 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.

—.—0.—.—

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.



The Cessna Skyhawk

THE Cessna Skyhawk being demonstrated today by Westair Flying Services Ltd., of Blackpool Airport, is one of the wide range of world-famous light aircraft produced by the American Cessna Company. 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.

Last year, the 50,000th aircraft (*pictured above*) manufactured by the Cessna Aircraft Company was delivered to a company in South Carolina, bearing the distinctive registration N50000.

The Lemoigne Parachute

THE French-designed Lemoigne Parachute, being demonstrated by members of No. 12/13 Parachute Battalion (T.A.), has succeeded in lifting a man to heights of around 2,300ft. It has also been used, with the aid of a motor launch, to tow a man across the English Channel.

The parachute is designed to trap horizontal winds, which lift the canopy and the parachutist into the air. In practice it works in similar fashion to the traditional kite. The parachutist is secured in a harness, to which is attached a nylon rope; the other end of the rope is secured to a winch mounted on a light vehicle. The length of rope paid out from the winch determines the height to which the parachutist may ascend.

Church Fenton R.A.F. Station

TODAY'S SSAFA Air Display is being staged at Church Fenton R.A.F. Station for the second 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 1945, 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 damaged several others.

A 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.



Williams Air Charter Ltd.

ON VIEW in the static park display today, and also being demonstrated in the flying display, is a Riley 65 of Williams Air Charter Ltd.

The Riley 65 (pictured above) is a conversion of the twin-engined Cessna 310. Modifications to the engine nacelles, smoothing of the skin's surface and the provision of a "wrap-around" windscreen gives the aircraft an extra 15-20 m.p.h.

The six-seat aircraft has two 240 h.p. Continental engines which give it a top speed of 252 m.p.h. and a cruising speed of 200 m.p.h. The range is 1,200 miles.

Span of the machine is 35ft. 9in., length 27ft. 5in., height 10ft. 8in. The approach speed is 110 m.p.h. and stalling speed (clean) 74 m.p.h.

Williams Air Charter was recently formed to operate charter and executive flights from Yorkshire. It is currently operating from the Leeds and Bradford Airport, but later hopes to establish a base near York. The company owns two Rileys.

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Balloon Race

THE Tadcaster branch of R.A.F.A. is staging a balloon race at today's display. Hydrogen-filled balloons are being released on payment of 1s. each.

There will be a prize of £5 for the entrant whose balloon travels the greatest distance, plus £1 for the finder of the winning balloon.

Novelty balloons will also be on sale for the children throughout the day.

All the proceeds will go to the Tadcaster branch of R.A.F.A., whose members will be pleased to supply information to ex-members of the R.A.F., W.A.A.F. and W.R.A.F. who are interested in joining the Association.

Model Aircraft Display

MEMBERS of the Ecclesfield Model Aero Club are demonstrating six model aircraft in their display in the Public Enclosure. They are in three categories: High Speed Stunt; Combat; Trainers.

The first type, known to modellers as "Flying Wings", are represented by two aircraft designed and built by Rodger Parish and Michael Oxley. The wing span of these aircraft is approximately 15ins. and they are powered by .75 c.c. engines. They are flown with the aid of 25ft. control lines.

The Combat aircraft are also flying wing types but differ from the former aircraft in that they have a much thicker airfoil section. This enables them to execute much tighter manoeuvres. Both aircraft being demonstrated were built from commercial kits.

One, known as "Scorcher", has a wing span of 30ins. and is powered by a 2.46 c.c. P.A.W. diesel engine. The aircraft is flown on 50ft. steel lines. The other aircraft—the "Mini-Scorcher"—is of similar design but is smaller. It has a wing span of 20ins. and is powered by a .75 c.c. engine. It is flown on 25ft. Terylene lines.

Combat flying involves two aircraft flying together. Each has streamers attached to its tail and points are awarded to the pilot who cuts his opponent's streamers with his propellor.

The Trainer aircraft are generally used by beginners. They are made from commercial kits, with a few modifications, and have a wing span of 20ins. Powered by 1.00 c.c. diesel engines, they are flown on 25ft. Terylene lines and are very stable in flight.

Please help SSAFA to help the Families of Service and ex-Servicemen in need.



The Blackburn B2

THE Blackburn B.2 trainer is being flown today by Mr. D. J. Whitehead, chief test pilot of the Hawker Blackburn Division of Hawker Siddeley Aviation. Flying the 32-year-old aircraft is in marked contrast with his normal job—testing new Buccaneer naval strike aircraft.

Mr. Whitehead qualified as a pilot in 1945. After being granted a Short Service Commission in the Royal Navy he served for a time as an instructor on Mosquitoes. He later gained a Permanent Commission and qualified as a fighter pilot. From July, 1950, to October, 1951, he served with No. 801 Squadron, much of the time in H.M.S. Indomitable and H.M.S. Vengeance.

After qualifying at the Empire Test Pilots' School as a test pilot he was appointed to the Naval Test Squadron at Boscombe Down and during his three years there flew 41 different types of aircraft, including 17 prototypes. One of his most important tasks was the evaluation of the Scimitar and the value of his work in this connection was recognised in the Queen's Birthday Honours List of June, 1958, by the award of the Air Force Cross.

The B.2 trainer he is flying today is beautifully preserved. It first flew in 1932. Forty-five aircraft of this type were built and they were used to provide flying instruction for both civilians and members of the R.A.F.

The aircraft has a span of 30ft. 2in., a length of 24ft. 3in., and a maximum speed of 112 m.p.h.



Mr. D. J.
WHITEHEAD



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Under a "good neighbours" programme, several groups of people have been invited to view the facilities at Church Fenton.

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 that 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 associations 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.II 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, 1963, when the reviewing officer was Air Marshal Sir Alfred Earle, A.O.C. in Chief, Technical Training Command.

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., two people have won return air tickets to a Continental destination served from Manchester by Aer Lingus—Irish International Airlines.

Prizes offered today (watch out for loudspeaker announcements) include six sets of model aircraft kits, presented by the King Charles Sports Centre, Leeds; two air travel bags, given by Qantas, Australia's Overseas Airline, filled with Australian foods from the Commonwealth of Australia Directorate of Trade Publicity; and two air travel bags, given by Trans-Canada Air Lines, filled with Canadian foods, presented by the Canadian Government Immigration Department, Leeds.

Hang on to your programme—it will be a help toward winning prizes.



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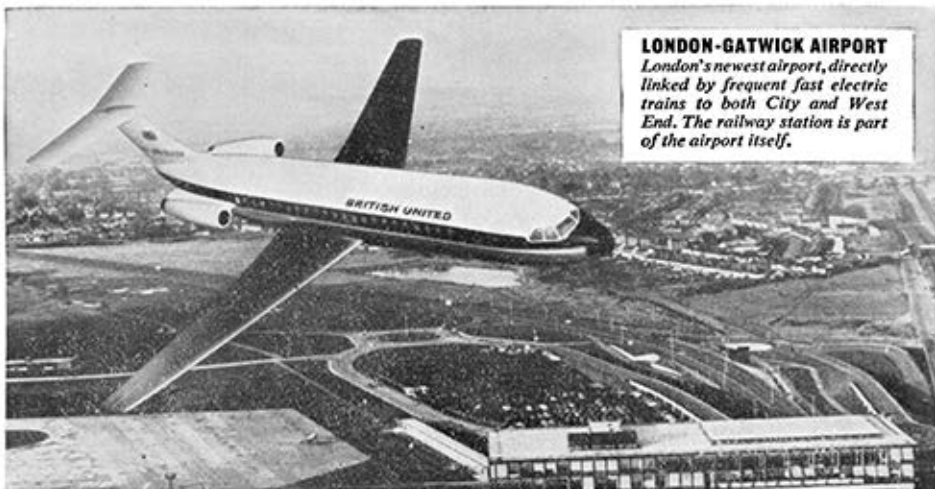


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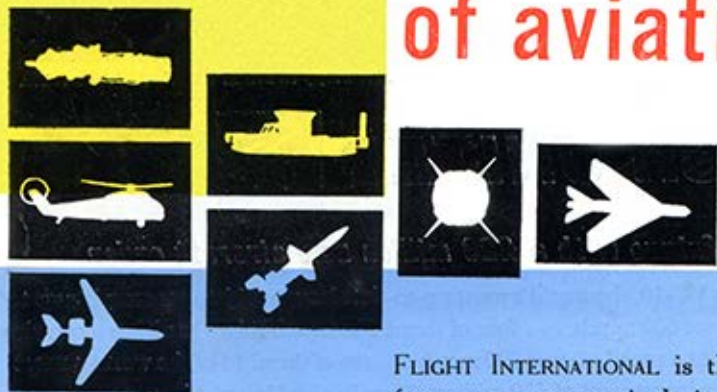
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