

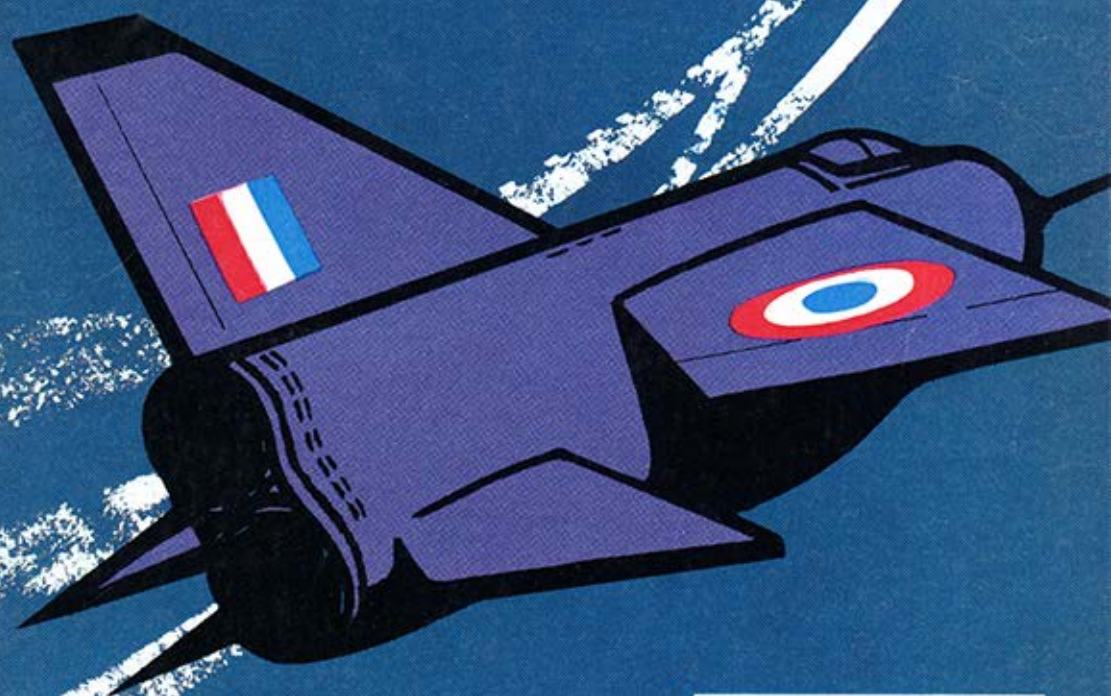
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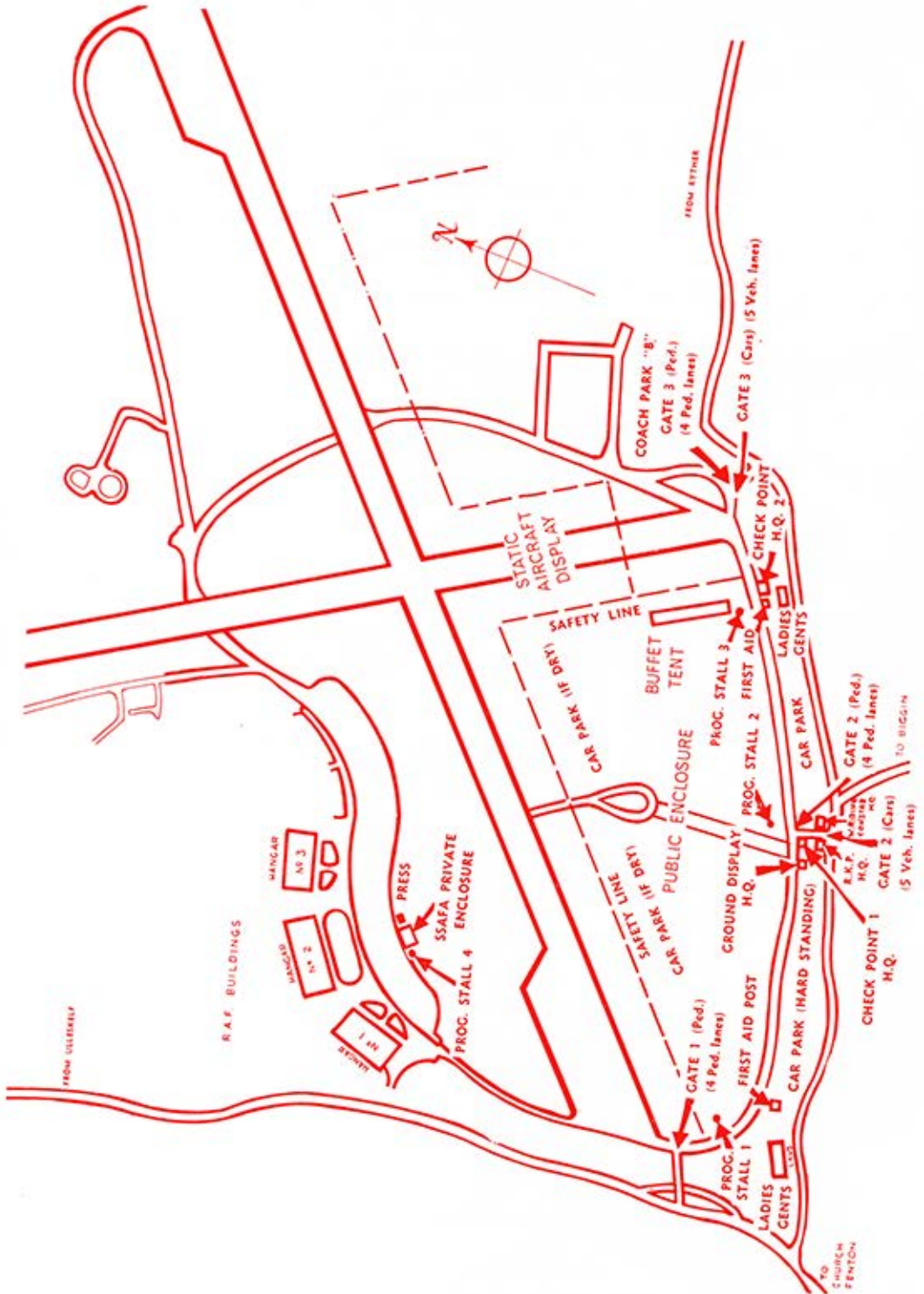
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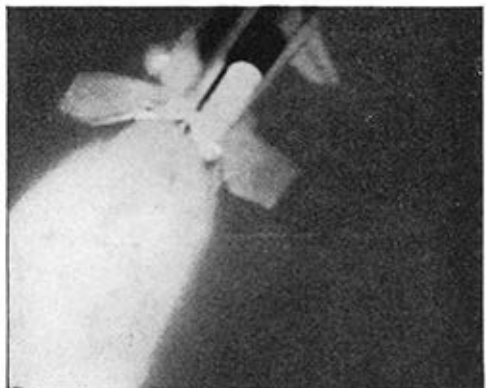
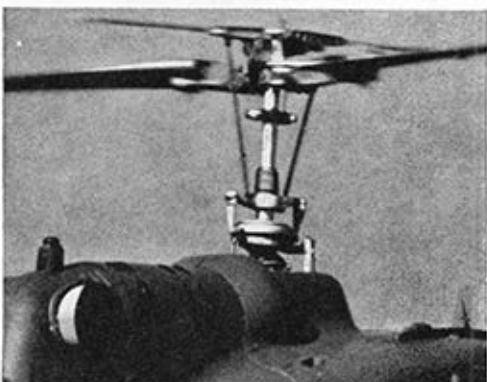
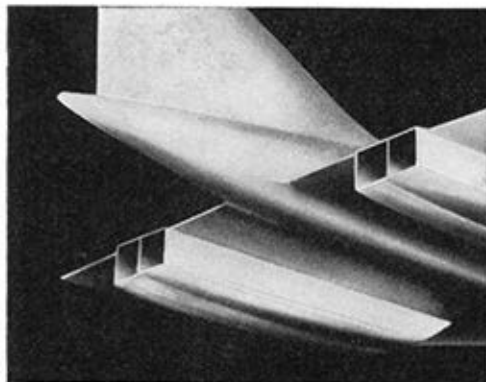


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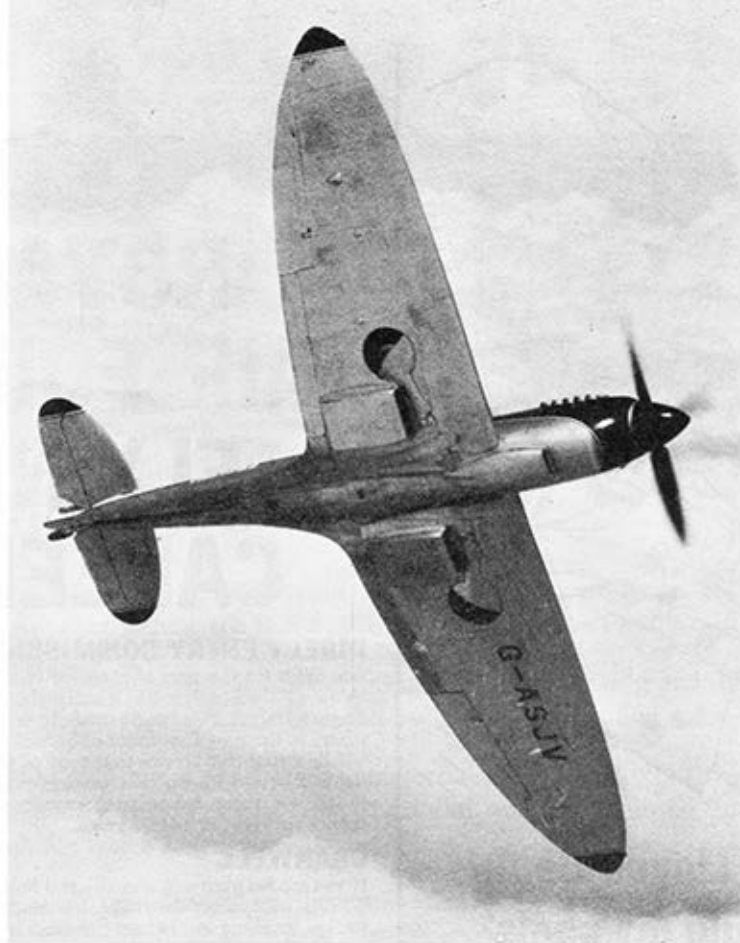


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A famous Spitfire

Spitfire G-ASJV is famous not only because of the fact that it had a distinguished war record, but because it now flies in civilian livery and is well-known at airports throughout the country.

It was delivered to No. 222 (Natal) Squadron at Hornchurch on August 13, 1943. (The woman pilot who ferried the aircraft in made such a bad landing that a major inspection was required before it could be used operationally!).

The aircraft completed 74 operations from Hornchurch and during that time shot down two enemy aircraft, the first a Focke Wulf 190, the second an M.E. 109.

On June 15, 1944, the Spitfire was taken out of front line service and spent its time mainly in the care of maintenance units until February 19, 1947, when it was exported to the Royal Netherlands Air Force.

At a later date it was transferred to the Royal Belgian Air Force and used for target-towing duties. In June, 1963, it was bought by Mr T. A. Davies, a director of a London wine company who is flying the machine today.



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If you are between 17½ and 19½ and hold, or expect to gain, G.C.E. in English language, mathematics, science or a foreign language and at least two other subjects (two subjects must be at 'A' level) you may apply for a cadetship at the Royal Air Force College, Cranwell. This can lead to a permanent 'full career' commission with prospects of reaching the highest ranks of the Royal Air Force.

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This entry is for young men over the age limit for Cranwell (i.e. over 19½) but under 22. You must hold the same educational qualifications as for Cranwell and you have the same career prospects.

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As a university graduate you are eligible for an immediate permanent commission with seniority backdated according to the class of degree you obtain.

For all commissions you will have to go before a Selection Board for tests of flying aptitude, command potential and medical fitness. This places you under no obligation.

For further details of the various commissions, write, giving your date of birth and educational qualifications and stating which method of entry most interests you, to Group Captain J. W. Allan, D.S.O., D.F.C., A.F.C., R.A.F., Adastral House (APC183), London WC1.

FLY WITH

The Royal Air Force



Flying Farmer

Aerobatic expert S/Ldr Neville Browning has been flying for well over 40 years, joining the R.A.F. toward the end of the First World War.

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 commercial 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 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 where he is now C.F.I. with the Herts and Essex Aero Club. He operates an aircraft from the nearby farm.

The aircraft he is flying is Czech-built and is of the type which won the World Aerobatic Championships at Bilbao, Spain, last September. The Zlin is ideal for aerobatic flying and the Model 326, flown by Neville Browning, is one of the latest of the type.

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WILLIAMS AIR CHARTER LTD.

Williams Air Charter Ltd. was formed to operate charter and executive flights from the Leeds-Bradford Airport.

The aircraft the company is demonstrating today—it is on view in the static aircraft park—is the sleek Cessna 310.

Seating up to six people, the aircraft has a span of 36ft. 11ins., a length of 29ft. 6ins. and a height of 9ft. 11ins. Its maximum speed is 240 m.p.h. and it has a range (with use of extra tanks) of 1,300 miles.

Air Display Prizes

A number of prizes are being given in connection with today's display . . . watch out for loudspeaker announcements and have your programme ready.

The prizes include: A free flight for four in the Cessna 310 aircraft of Williams Air Charter (pictured above) which is taking part in the display. Each of the four will also receive a copy of the LP "Come Fly With Me" donated by Vallances, of Leeds.

The King Charles Sports Centre, of Leeds, have donated six prizes which will take the form of model aircraft kits.

For the teenagers there is a special prize in the form of all the records in this week's Top Twenty—again donated by Vallances of Leeds.

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



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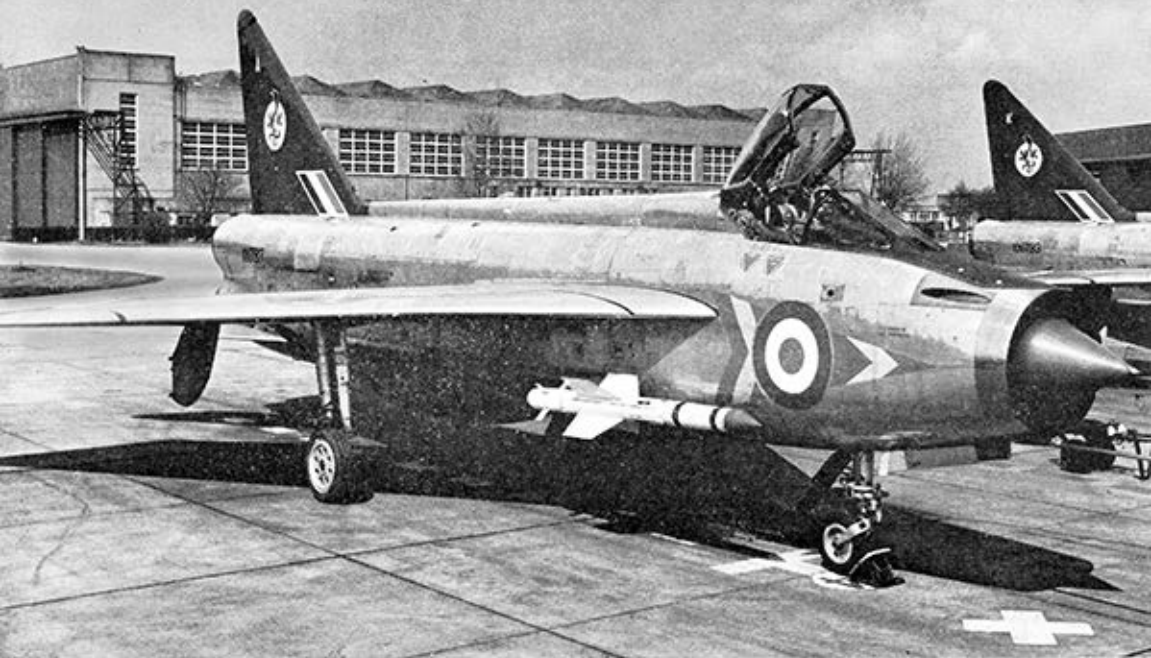
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Miniature



THE LIGHTNING FIGHTER

Solo aerobatics in a Lightning fighter are being performed today by a pilot of No. 92 Squadron, based at R.A.F. Leconfield. This particular squadron had a long association with Church Fenton before it was transferred to East Yorkshire. The Lightning has a top speed of over Mach. 2, making it one of the fastest aircraft of its type in the world.

They came from . . .

R.A.F. aircraft in today's display came from the following stations:

VICTOR—No. 3 Group, R.A.F. Honington. Pilot—Wing Commander R. D. A. Smith; Captain and co-pilot—Flying Officer M. Todd; Navigator/Radar—Flt/Lt. J. R. Morgan; Navigator/Plotter—Flt/Lt. P. Yeo; Air Electronics Officer—Flt/Lt. G. C. Peck.

LIGHTNING—No. 92 Squadron, R.A.F. Leconfield.

SHACKLETON—Coastal Command, R.A.F. Ballykelly, N. Ireland.

WHIRLWIND—No. 202 Squadron, R.A.F. Leconfield, East Yorkshire.

ARGOSY—Transport Command, R.A.F. Benson, Oxon.

BEVERLEY—No. 47 Squadron, R.A.F. Abingdon.

COMET II—No. 216 Squadron, R.A.F. Lyneham.

JET PROVOSTS—No. 7 F.T.S., R.A.F. Church Fenton.

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LEEDS

The advertisement features a large, multi-story building with many windows, likely the Willis Ludlow store. In the foreground, a large crowd of people is gathered, some looking towards the building. The text is arranged in a dynamic, overlapping layout with banners and bold fonts.



“The Pudding Formation”

When, earlier this year, three instructors at Church Fenton R.A.F. Station got together to form an aerobatic team, it was their association with Yorkshire that decided the name of the team: “The Pudding Formation.”

Pictured above are Flight Lieutenants A. J. “Ben” Gunn (left); C. J. Thomas (centre) and D. M. Robinson.

Flt/Lt. Gunn, aged 36, is married and has a son. A native of Bristol he joined the R.A.F. in 1952 and has flown Harvards, Meteors, Sabres, Swifts, Hunters and Jet Provosts. He has been an instructor at Church Fenton since September 1963.

Flt/Lt. Thomas, aged 26, is married and has a son. He comes from the Isle of Wight and has been in the R.A.F. since 1957. He has flown Provosts, Vampires, Hunters and Jet Provosts and has been an instructor at Church Fenton since November, 1962.

Flt/Lt. Robinson, aged 30, is married and has three daughters. A native of Glasgow he has been in the R.A.F. since 1955. He has flown Harvards, T-33s, T-37s, Vampires, Hunters and Jet Provosts. He has been instructing with No. 7 F.T.S. since August, 1964.

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The Red Arrows

For the second year running the premier R.A.F. aerobatic team has been drawn from R.A.F. Flying Training Command and is promoted by the Central Flying School, Little Rissington, Glos.

Known as The Red Arrows, the team flies seven Gnat two-seat jet trainers and is led by Flt/Lt. Lee Jones, who led the R.A.F. Gnat Aerobatic Team from Valley last year.

The red-painted aircraft, with their distinctive smoke trails, made their first public appearance in the U.K. at the Biggin Hill Air Fair last month and were seen by millions of television viewers.

Their flying display has been designed to highlight the manoeuvrability of the Gnat. It is true to say that no other comparable team operating modern high-speed aircraft complete their show in such a small piece of sky.

The Gnat is the standard advanced trainer used by the R.A.F. and has been in service since the beginning of 1963. It has a tandem cockpit arrangement with full duplication of flying controls and instruments, the flying controls being fully powered.

The aircraft is powered by a single Bristol Siddeley Orpheus engine rated at 4,400 lb. thrust.

Maximum speed of the Gnat at 36,000 ft. is Mach. .95; in a shallow dive it is Mach. 1.2. The aircraft can climb to 40,000 ft. in 7½ minutes and has a Service ceiling of 48,000 ft. Its maximum range is 1,100 miles.

Model aircraft enthusiasts might find these details useful: the overall colour scheme of the team's aircraft is red in a poly-urethane finish. Registration lettering is in blue, other necessary markings also in blue. The ejector seat danger markings are in white.

Twin smoke stacks may be seen protruding from the rear lower fuselage into the jet orifice.

The serial numbers of the team aircraft are: XR 540, 986, 987, 992, 993, 994, 995, 996, 991 and XS 111.

The first nine aircraft serialised above were seen last year in the yellow livery of No. 4 FTS Gnat Aerobatic Team.

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 1 **Lightning Aerobatics (Flt./Lt. E. E. Jones, No. 92 Squadron, R.A.F. Leconfield).**
- Event 2 **Beverley Demonstration (R.A.F. Transport Command, Odiham).**
- Event 3 **The Red Arrows (the R.A.F.'s premier aerobatic team, 1965).**
- Event 4 **Helicopter Demonstrations (Whirlwind from No. 202 Squadron, R.A.F. Leconfield; Scout from 21 Flight, Army Air Corps, Farnborough).**
- Event 5 **Chipmunk Aerobatics (Leeds University Air Squadron).**
- Event 6 **Jet Provost Aerobatics (runner-up Wright Jubilee Trophy Competition, 1965).**
- Event 7 **Shackleton Demonstration (R.A.F. Ballykelly).**
- Event 8 **Spitfire Aerobatics (Mr. T. A. Davies).**
- Event 9 **Argosy Demonstration (R.A.F. Transport Command, Odiham).**
- Event 10 **Fouga Magister Aerobatics (Royal Belgian Air Force).**
- Event 11 **English Electric Wren (from The Shuttleworth Trust), and Demoiselle (from film, "Those Wonderful Men in their Flying Machines").**
- Event 12 **Handley Page Herald Flypast (British United Airways).**
- Event 13 **Comet II Demonstration (R.A.F. Transport Command, Lyneham).**
- Event 14 **Hunter Aerobatics (R.N. Air Station, Lossiemouth).**
- Event 15 **Scimitar Aerobatics (R.N. Air Station, Lossiemouth).**
- Event 16 **Cessna 310 Demonstration (Williams Air Charter, flying prizewinners) and Beech Baron Demonstration (British Ropes Limited).**
- Event 17 **Blackburn B2 Demonstration (Hawker Siddeley Aviation, Brough).**
- Event 18 **Victor Demonstration (R.A.F. Bomber Command, Honington).**
- Event 19 **Jet Provost Aerobatics ("The Pudding Formation", No. 7 F.T.S., Church Fenton).**
- Event 20 **H.S. 748 Demonstration (BKS Air Transport Limited).**
- Event 21 **Zlin Aerobatics (Mr. Neville Browning).**
- Event 22 **Piper Comanche Demonstration (C.S.E. Aviation Ltd., Kidlington, Oxford).**
- Event 23 **Chipmunk Demonstration.**
- Event 24 **Gliding Demonstration.**

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 Ministry of Defence (Navy, Army, Air), the Royal Air Force and the Fleet Air Arm.

The Royal Belgian Air Force.

All participants in the Flying Programme, and Static Display.

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

The A.O.C. No. 23 Training Group, R.A.F.

Group Captain G. C. M. Baker, O.B.E., R.A.F., The Officer Commanding, Royal Air Force, Church Fenton, and all Ranks.

All Ranks of the West Riding Air Training Corps.

252 (G.H.Q.) 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 E. V. Anguish, 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 they will have a most enjoyable day.

This programme is printed by the Yorkshire Evening Post Colour Printing Division at Driffield.

FLYING PROGRAMME OFFICIALS

Flying Controller

Squadron Leader F. Newbon, R.A.F., Senior Air Traffic Control Officer, 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 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.

Transport Command types

Oldest of the four types of Transport Command aircraft in today's display 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.



Beverley

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.



Britannia

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.



Comet

The Argosy is a four-engined turbo-prop transport. Some 56 of these versatile aircraft have been in service in various parts of the world.



Argosy

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.



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Jet Provosts of No. 7 F.T.S. on the apron at Church Fenton R.A.F. Station

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 Cottesmore 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.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, 1963.



West Riding Wing cadets prior to their departure for annual camp at R.A.F. Bruggen, Germany, in 1964.

Picture by courtesy of The Yorkshire Evening Post

The Air Training Corps

Members of the West Riding Wing Air Training Corps are today busy manning the gates, car parks and selling programmes as their small contribution toward making the S.S.A.F.A. Air Pageant a success.

The Air Training Corps is a youth movement whose aim is to encourage a practical interest in flying, to provide training which will be useful in any walk of life, to encourage adventure, sports and pastimes, and to make good leaders and citizens.

Cadets receive training in such subjects as navigation, signals, engines, meteorology and airmanship. Close attention is given by the supervisory staff to their discipline and healthy recreation. Opportunities are also given for air experience flights in powered aircraft, gliding instruction and for overseas flights.

A.T.C. Squadrons are established throughout Yorkshire. In the West Riding Wing, which is commanded by Wing Commander R. W. Dean, R.A.F.V.R. (T.), the main centres are at Yeadon, Leeds, Bradford, Pudsey, Dewsbury Halifax, Huddersfield, Holmfirth and Ilkley.

Youths between the ages of 13½ and 17½ who wish to enrol can do so at any A.T.C. Squadron Headquarters in the neighbourhood. Alternatively, they may contact Headquarters West Riding Wing A.T.C. at Nunroyd House, Yeadon, Leeds, who will advise them of the address of the squadron nearest to their homes.



Flt./Lt. Blockey



Flt./Lt. England

Leeds University Air Squadron

Pilots of Leeds University Air Squadron are making their usual contribution to today's display.

Synchronised aerobatics will be performed by Flt./Lt. D. C. E. England and Flt./Lt. J. W. Blockey. The latter will also perform individual aerobatics. Both will fly Chipmunk trainers.

Flt./Lt. England is an old Harrovian and a graduate of Cranwell. Married, with two children, he has flown Venom and Javelin jets.

Flt./Lt. Blockey is also a Cranwell graduate and has two children. A member of the R.A.F. Four-man Bobsleigh team, he competed in the 1964 Winter Sports Olympic Games at Innsbruck and the 1965 World Bobsleigh Championships at St. Moritz.

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1965 is SSAFA's eightieth year.
It is a year of peace yet never has
SSAFA more urgently needed the help
that people can give . . .

WHY SSAFA?

The question is often asked, why is all this work that SSAFA does still necessary in a Welfare State? After all, the Welfare State is supposed to look after people in difficulties. Why should servicemen, and ex-servicemen, get special treatment?

The answer is simple. Service life is not like civilian life. Inevitably it has problems which simply cannot be solved by the ordinary machinery of the Welfare State. Although the service man today is a professional and his pay is comparable with many civilian jobs, the conditions under which he lives are quite different. Many of the problems he faces are unique, and even normal problems which can arise in civilian life are greatly magnified by service conditions.

By helping service families, not only during the time the man is serving, but afterwards as well, SSAFA fills a role which the heads of the Services recognise as essential to good morale.

SSAFA not only helps and advises service families—it does the same for service authorities too. And, incidentally, it saves the country many thousands of pounds a year through avoiding unnecessary compassionate leaves.

But basically SSAFA's work is more than simply the saving, or the expenditure, of money. Our most valuable role is helping **people**—from forestalling or mending broken marriages, to meeting and escorting children travelling unaccompanied, to ensuring that the widows and dependents of men who died serving are not left lonely and near destitute.

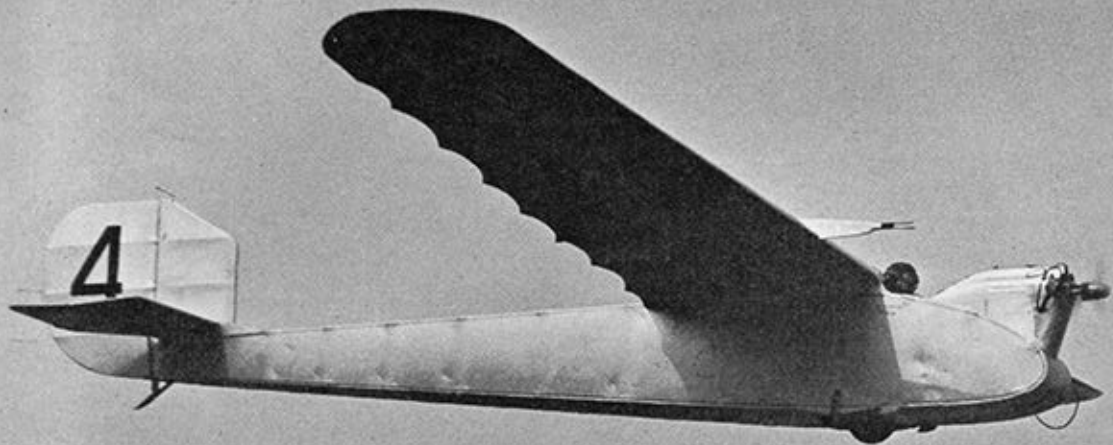
Money given to SSAFA can do something which money is traditionally supposed not to be able to do. It can buy happiness. SSAFA is the hand of humanity in a heartless world.

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English Electric Wren

One of the aircraft of the famous Shuttleworth Collection, this machine was designed in 1922 by Mr. W. O. Manning, the then chief designer of the English Electric Company's Aircraft Division.

It was designed to meet an Air Ministry specification calling for an ultra-light training aircraft capable of a flight up to 30 minutes' duration and in which the question of weight was a major consideration.

The engine is a 3 h.p. overhead valve 398 c.c. flat twin A.B.C. motorcycle type specially adapted for aircraft work. It drives directly a two-bladed mahogany tractor screw. The maximum speed is 50 m.p.h., but the machine is perfectly controllable at speeds of little more than 20 m.p.h. In 1923 a machine of this type won the Daily Mail Light Aeroplane Contest at Lympne, Kent, when it flew 87.5 miles on a gallon of fuel.

On other occasions flights of over 100 miles were accomplished on the same amount of fuel. A height of 1,200ft. has been achieved with the aircraft.

The aircraft has a span of 37ft. and a length of 24ft. 3ins. It weighs a total of 232lbs.

The machine was presented to the Shuttleworth Collection on the occasion of the Royal Aeronautical Society's Garden Party in 1957.

IN MEMORIAM

It is with great regret that we record the death of Air Chief Marshal Sir Philip Joubert de la Ferte, K.C.B., C.M.G., D.S.O., in February this year, at the age of 77. Sir Philip was one of the pioneers of Service aviation and a most distinguished Commander and Staff Officer in the Royal Air Force. He will be remembered by all for his regular broadcasts of War Commentaries during the 1939-45 War, and as the Air Officer Commanding-in-Chief Coastal Command from June 1941 for 17 months, during the height of the U-Boat menace, which he did so much to reduce. Sir Philip made full use of his great technical knowledge of radar, which was so vital during the last war.

He left a widow and two daughters, to whom is extended sincerest sympathy.

After the last War, it was as Director of Appeals SSAFA, that Sir Philip started the popular Air Displays in Yorkshire for the funds of this Association, and these successful Air Displays have been staged each year from that time.

Many of those watching this Air Pageant today will remember Sir Philip with veneration and esteem, and we salute the memory of a great and understanding Commander.



Scout—Army Helicopter Mk 1

The Scout is a compact five-seat general purpose helicopter with excellent payload and performance, good manoeuvrability and great operational versatility. It is powered by a Bristol Siddeley free turbine engine giving a cruising speed of 115 knots and a range of approximately 300 miles.

The Scout on display at this pageant is one of four operated by 21 Flight Army Air Corps. This flight is under command of the 16th Parachute Brigade Group and is based at Farnborough, Hants. The photograph shows one of 21 Flight's Scouts on active service in Cyprus last year when the Flight was serving with the United Nations Truce Force.

*SSAFA is at hand When Help is Needed by Service and
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*SSAFA helps to solve family problems at home for men who are
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BRITISH ROPES LTD.

On view in the static park today is the Beechcraft Model B.55 Baron, a sleek executive aircraft which this Doncaster company has based on the Leeds-Bradford Airport.

Seating five people, the aircraft works daily scheduled executive flights around Britain and on the Continent. The pilot is Mr. M. R. D. Allerton-Austin.

Span of the Baron is 37ft. 10ins.; length 27ft. 3ins.; height 9ft. 7ins. It is powered by two Continental 260 h.p. fuel injection engines and has a cruising speed of 225 m.p.h.

Jet Provost

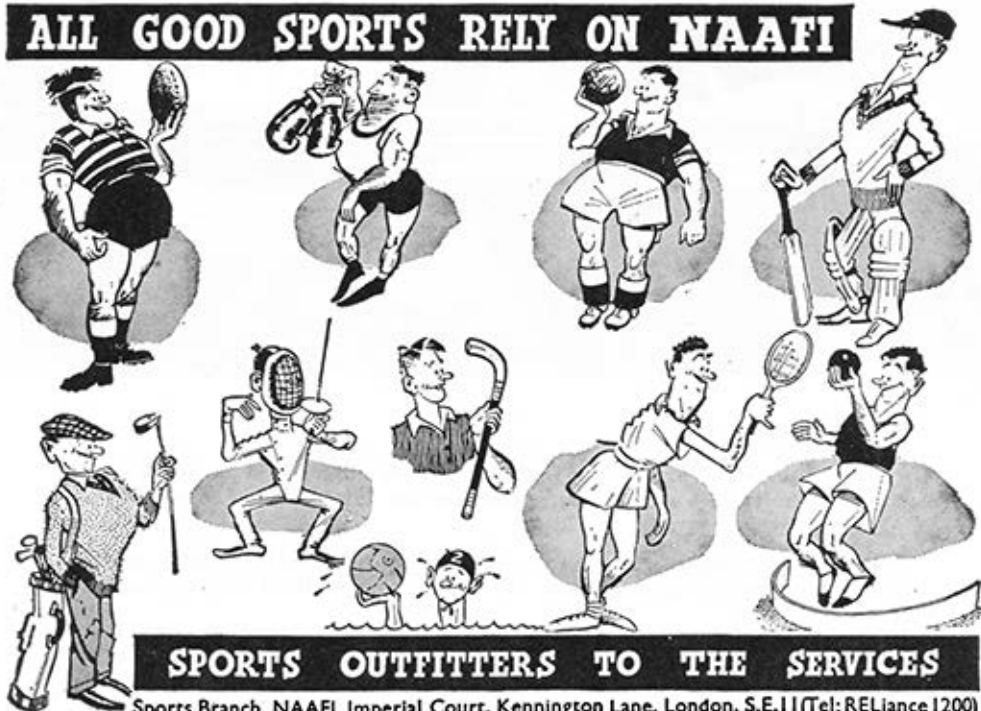
Mainstay of the operations of No. 7 F.T.S. is the Jet Provost Trainer.

A direct development of the piston-engined Provost, which has been in service with Royal Air Force Flying Training Schools since 1953, the Jet Provost two-seat primary and basic trainer was produced so that student pilots could receive instruction on jet aircraft throughout the entire period of their training.

The instructor and student are accommodated side-by-side (the instructor on the right) with a clear-view windscreen, and are provided with Martin-Baker Mk.4 lightweight ejector seats. Full dual controls are fitted, and there is a single centrally mounted blind-flying panel. The T.Mk.3 has a hydraulically operated nosewheel-type undercarriage, with a track of 10ft. 8in., and there are air brakes ahead of the flaps. It carries a Rebecca Mk.8 set which gives distance-measuring and bearing facilities, and it is the first R.A.F. trainer equipped with UHF instead of VHF radio.

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

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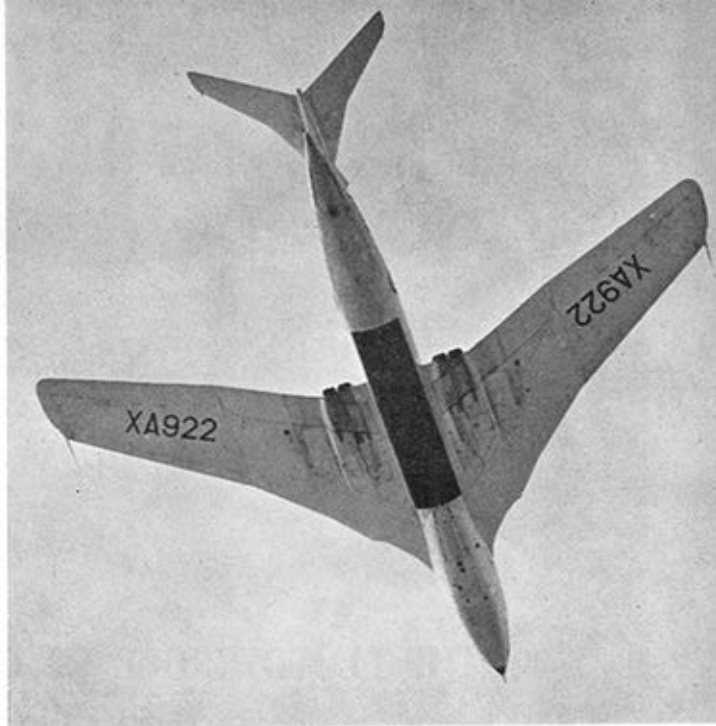
... with the
Old-fashioned flavour

VICTOR

The first prototype Victor bomber flew on December 24, 1952, and the first squadron of B.Mk.1 aircraft became operational in the Spring of 1958.

Numbers of Mk.1 and 1A aircraft have been converted to operate as probe-and-drogue refuelling tankers.

The B.Mk.2, powered by four Rolls-Royce Conway engines, carries the Blue Steel stand-off bomb.



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Free Jet Flights

In a pre-display competition, the Yorkshire Evening Post, sponsors of today's event, gave two free return tickets to the winners of an Air Display Competition organised by the newspaper.

The winners fly from the Leeds-Bradford Airport to Dublin in a Friendship turbo-prop of Aer Lingus. At Dublin they transfer to a giant, New York-bound Boeing 707 jet of Irish International Airlines which will land them at Shannon.

There they will be the guests of the Shannon Free Airport Development Co., and will have a week's free holiday at a luxury hotel in the Shannon area.

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CSE AVIATION LIMITED

The prototype Piper Comanche first flew on May 24, 1956, and a total of 3,637 of the type had been built by January 1, 1964. The Model 260 (pictured above) was announced in August, 1964. Powered by a 260 h.p. Lycoming engine, the aircraft is one of the latest to be produced by this world-famous American manufacturer. It is being demonstrated today by CSE Aviation Limited, of Oxford, who are well-known distributors for Piper aircraft and Lycoming engines.

A Girl Pilot

The English Electric Wren (see page 23) is being flown today by 20-year-old Miss Delphine Gray-Fiske, ranked as one of Britain's most skilful light aircraft pilots.

She was specially chosen by the Shuttleworth Trust to fly the aircraft because of her weight: 7st. 10lb.

Delphine, who lives at Farnham Common, Bucks., became air-minded when she was 11, after a 10s. glider flip in Derbyshire. She became a member of the London Gliding Club and spent most of her weekend and holiday time at the Dunstable Downs headquarters.

She flew solo in a glider on her 16th birthday and then turned her interest to power flying. She made her first solo flight in a powered aircraft just after her 17th birthday.

Delphine still spends a good deal of her time at the London Gliding Club—piloting the Tiger Moth aircraft which are used to tow gliders into the air.

Eventually she hopes to become a ferry pilot and to give sales flights and demonstrations of light aircraft.



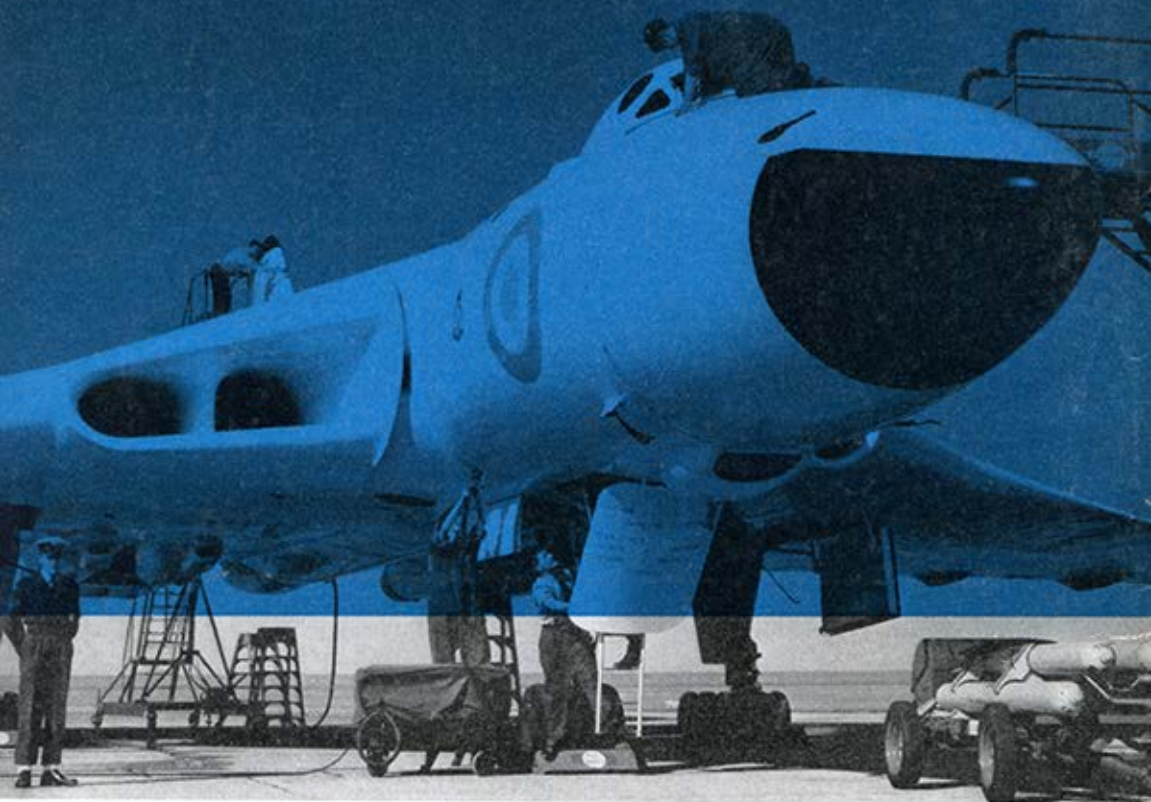
The Shackleton

Shackleton long-range maritime-reconnaissance aircraft were introduced to R.A.F. Coastal Command in February, 1951, to supplement the flying-boat squadrons. Developed from the Lincoln four-engined bomber, the prototype Shackleton flew on March 9, 1949, and the first production aircraft—the MR. Mk1—went to the Coastal Command Operational Conversion Unit at Kinloss.

The MR. Mk.2, in which a retractable radome under the fuselage aft of the wing replaced the “chin” radar of the MR. Mk.1, was issued to the R.A.F. late in 1952. Two 20-mm. guns were mounted in the lengthened nose and there were gun-sighting positions in nose and tail. The dorsal turret mounted two further 20-mm. guns. The large bomb-bay of the Shackleton can accommodate a wide variety of anti-shiping weapons, including depth-charges and bombs, and there is extensive radar and radio equipment.

This versatile aircraft was progressively improved and eventually replaced the flying-boats altogether. The current version is the MR. Mk.3, generally similar to the MR. Mk.2 but with a nose-wheel landing-gear, modified wing plan-form and wing-tip tanks to increase the already great range of the earlier versions. The two nose guns are retained, but the dorsal turret is removed.

Both the MR. Mk.2 and the MR. Mk.3 are in extensive service with Coastal Command at home and abroad and frequently figure in outstanding rescue incidents. Being equipped with Lindholme gear for dropping to ditched aircrew, the Shackleton is specially suitable for Search and Rescue operations, and its immense fuel capacity allows it to remain airborne for as long as 18 hours. An airborne life-boat can be carried under the fuselage.



the whole scene...

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