

OFFICIAL PROGRAMME 2s.

SSAFA international

AIR PAGEANT

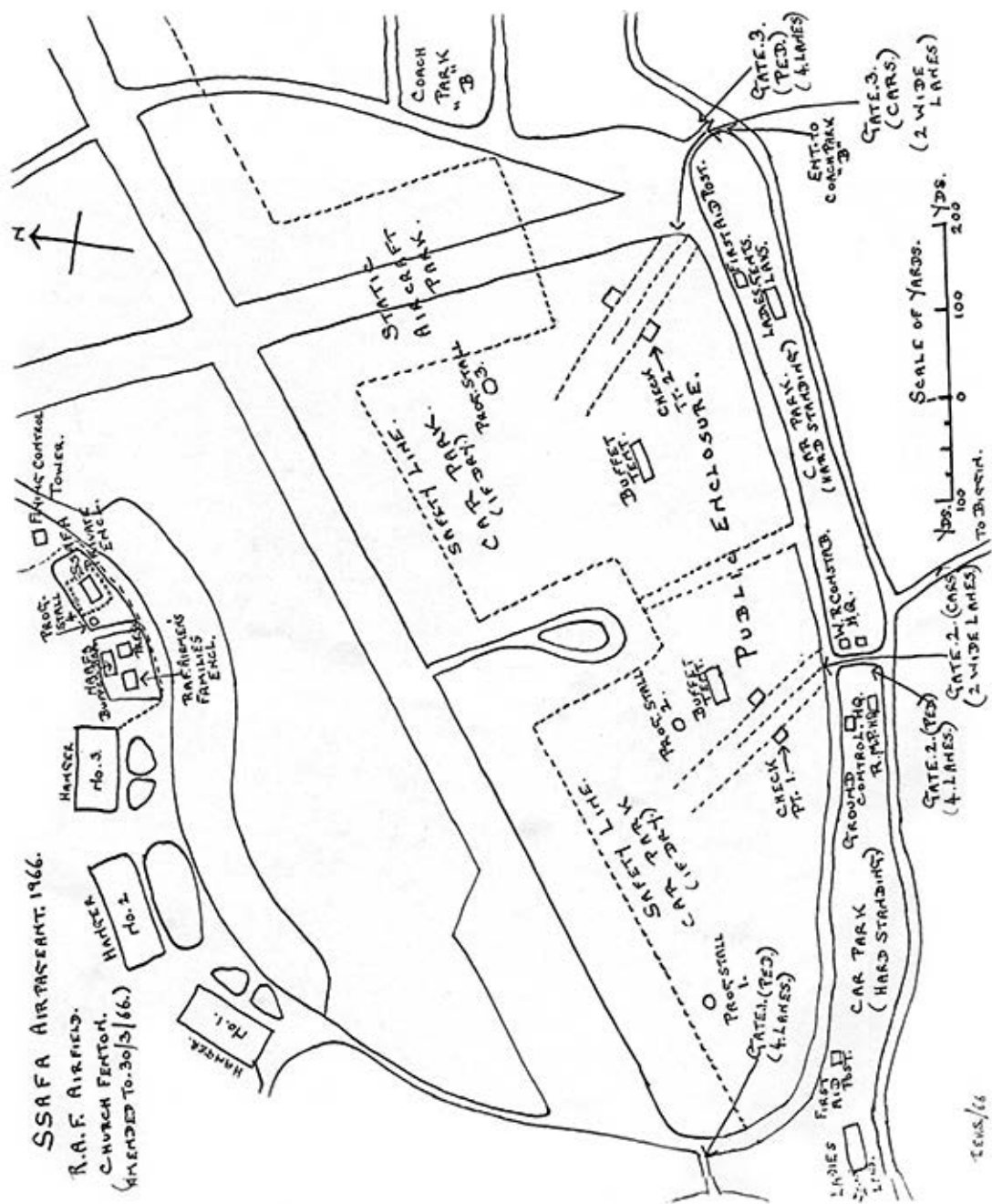
RAF CHURCH FENTON

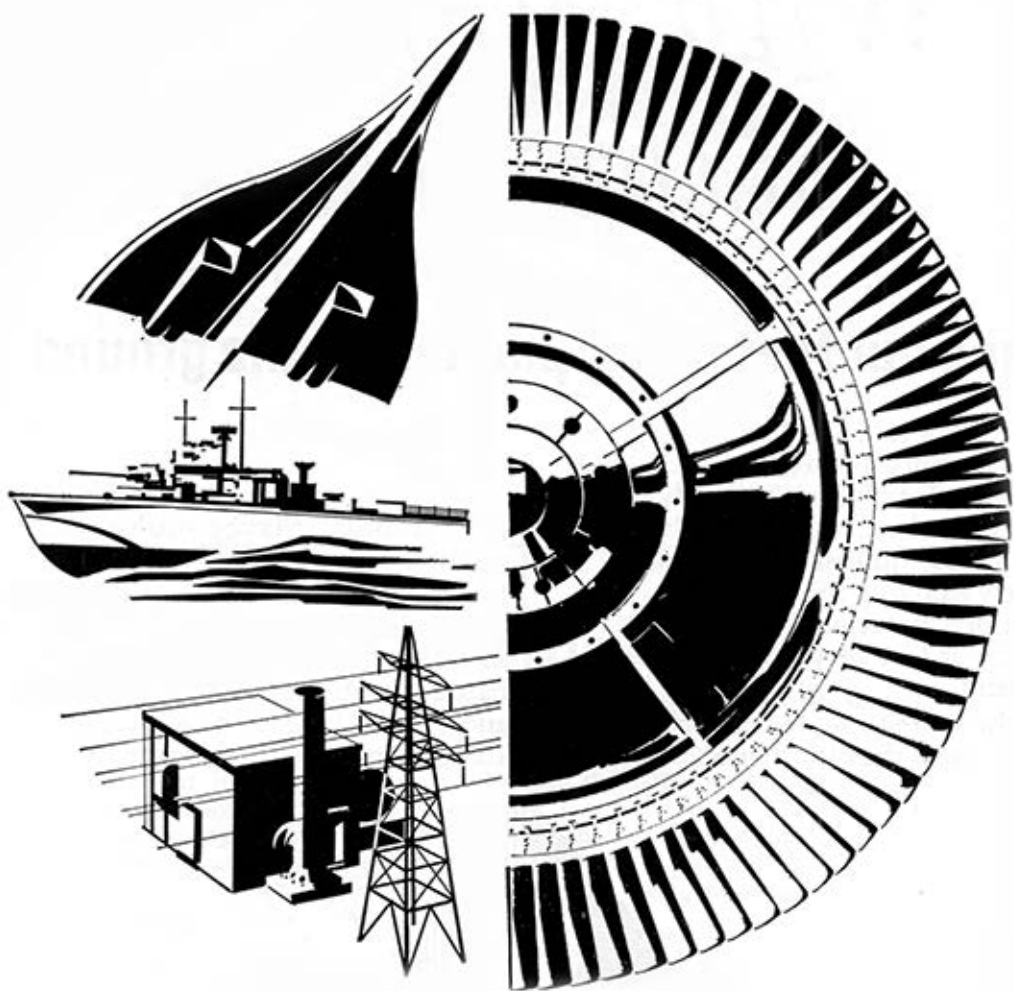
30 MAY 1966



THE COMPLETE AVIATION JOURNAL · THURSDAY 2s

CHURCH FENTON R.A.F. STATION





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BS

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We're not tall. We just have a lively imagination. Today, for instance, there's a lot of aluminium flying about up there, and aluminium for the aircraft industry has to meet pretty exacting requirements. To produce material of that quality we need our feet very firmly on the ground.

At the same time, we like to get our eyes above the cloud line to freshen

our minds and to open them to new ideas. The exchange of ideas with aluminium users is an integral part of our business. (Maybe you've read about 'A Town Called Alcan.')

If you think aluminium could help in your business, why not write to us—or give us a ring. We can give advice based on international experience and backed by Europe's leading aluminium research laboratory.



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Hawker Hurricane

Forever linked with the Battle of Britain, the Hurricane single-seat fighter first entered service with No. 111 Squadron at Northolt in December, 1937. Powered by a 1,030 h.p. Rolls-Royce Merlin engine it had a maximum speed of 316 m.p.h., and was armed with eight .303 Browning machine-guns.

It was continually developed and eventually served on all R.A.F. operational fronts, and carried bombs and rockets as well as machine-guns. More than 14,000 Hurricanes were built.

Span, 40ft.; length, 31ft. 5in.; height, 13ft. 1½in.

Supermarine Spitfire

Like its contemporary the Hurricane, the Spitfire played a prominent part in the Battle of Britain and also served in every war theatre. The Spitfire first entered the R.A.F. in June, 1938, equipping No. 19 Squadron at Duxford. It was powered by a 1,030 h.p. Rolls-Royce Merlin engine, but later versions had a more powerful Merlin and some had the 2,050 h.p. Griffon engine. Apart from purely fighting duties the Spitfire operated as a bomber and as a photo-reconnaissance aircraft, and also carried rockets.

A total of 20,351 Spitfires of all versions was built, the last being produced in 1947.

The maximum speed of the fastest version was 460 m.p.h.

Span, 36ft. 10in.; length, 29ft. 11in.





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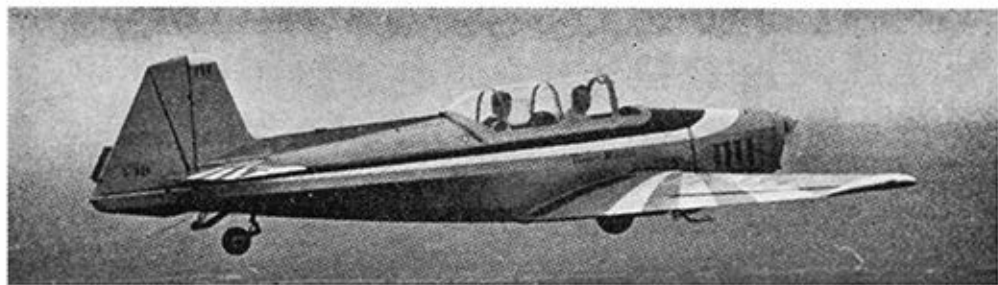
When you join the R.A.F. and serve as an aircrew officer, you will become part of a whole new world. Not the world of 9-to-5, straphanging and deskbound routine—but of clear blueskies, G-suits and jet engines; of serious and highly skilful work, in the nation's interest; and of friendship too—the camaraderie and good companionship of your brother-officers... the finest company a man could have.

There are various lengths of service: shorter periods qualify for a tax-free gratuity up to £5,000; longer engagements are pension-earning. Officers are also needed for the vital work of Air Traffic and Fighter Control. Telephone the Officer in charge of your nearest R.A.F. Careers Information

Centre or write for full details, giving your date of birth (age limits: for Flying Branch, 17-26th birthday; for aircraft control duties, 17½-28th birthday) and details of education (minimum qualifications: 5 acceptable subjects at 'O' level or equivalent; one or two at 'A' level would be an advantage) to Group Captain J. W. Allan, D.S.O., D.F.C., A.F.C., R.A.F., Adastral House (MR1), London WC1

FLY WITH

The Royal Air Force



S/Ldr Neville Browning – Zlin 326

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

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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to 84 exciting
European
destinations



The moment you step aboard the sleek, ultra-modern BEA aircraft you'll start to enjoy yourself. For the next hour or so you'll have nothing to do except relax in the comfort of your seat high above the weather, with charming, friendly BEA stewardesses to look after you all the way to your final destination. You won't be a bit surprised to hear that more people fly BEA than any other airline in Europe.

BEA flights are quicker, too, with BEA's pure jets—Comet or 610 mph Trident, and you've such a large choice of departure times for all destinations. Book now, 'phone BEA or any Appointed Travel Agent.

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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.

Traffic and Pedestrian Arrangements

FOR LEAVING THE AIRFIELD, AFTER THE FLYING DISPLAY FINISHES AT 5 p.m.

1. Traffic

- (a) Leaving Gate 2 ALL TRAFFIC will turn RIGHT, and then travel towards CHURCH FENTON.
- (b) Leaving Gate 3 ALL TRAFFIC will turn LEFT, EXCEPT COACHES, which will turn RIGHT towards CHURCH FENTON.

2. Pedestrians

- (a) Pedestrians who arrived by coach and debussed at COACH PARK "B" will embus in their coaches at the same place.
 - (b) Pedestrians who wish to use the ordinary STAGE CARRIAGE SERVICE on leaving the airfield will proceed to Gate 1, where they can embus on the requisite bus.
 - (c) Pedestrians, who wish to use the "SHUTTLE BUS" service to Church Fenton Railway Station, proceed to Gate 1 and embus there.
-

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



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SCOTCH WHISKY



They came from . . .

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

V-Bomber	..	..	..	R.A.F. Marham, Norfolk.
Lightning	..	..	..	R.A.F. Leuchars, based for the Air Pageant at R.A.F. Leconfield.
Spitfire	..	..	..	R.A.F. Coltishall, Norfolk.
Meteor F. Mark 8	..	..	..	R.A.F. Binbrook, Lincolnshire.
Shackleton	..	..	..	R.A.F. St. Mawgan, Cornwall.
S.A.R. Helicopter	..	..	..	R.A.F. Coastal Command.
The R.A.F. Parachute Display Team 'The Falcons' with an Argosy	..	..	..	R.A.F. Abingdon, Berkshire.
Beverley	..	..	..	R.A.F. Abingdon, Berkshire.
Basset	..	..	..	R.A.F. Topcliffe, Yorkshire.
Twin Pioneer	..	..	..	R.A.F. Odiham, Hampshire.
Dominie	..	..	..	R.A.F. Stradishall, Suffolk.
Jet Provost Aerobatic Team	..	..	..	R.A.F. Syerston, Nottinghamshire.
Gnat	..	..	..	R.A.F. Little Rissington, Gloucestershire.
Vampire	..	..	..	R.A.F. Church Fenton, Yorkshire.

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

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LEEDS

Army Air Corps' Beaver

Built in Canada by the de Havilland company, the Beaver used by the Army Air Corps is the AL.Mk.1. 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 132 Flight A.A.C., based at Middle Wallop, Hampshire, and is being flown by Captain M. G. White, A.A.C., who has only recently returned from service in Borneo.

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.

“GNAT”



The Council of S S A F A gratefully
acknowledge the co-operation and
generous financial support

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“The Falcons” — R.A.F. Parachute Display Team

The Royal Air Force Parachute Display Team was formed in 1961 and made its debut at the S.B.A.C. Display at Farnborough that year. Since then displays have been given in many parts of the World, including most West European countries, Persia and New Zealand. The name “Falcons” was given to the team last year.

Team members are all Parachute Jumping Instructors on the staff of No. 1 Parachute Training School, Abingdon, Berks.

The display offered by the team is twofold; firstly an aerial display of free-fall parachuting techniques and secondly a demonstration of precision landing. This season the team of ten men, led by Flight Lieutenant John Thirtle, will jump in two groups of five from an Argosy aircraft at 12,000ft. These two groups will perform a cross-over pattern in the sky, making smoke trails, and will open their parachutes at about 2,000ft. to make a precision landing on the dropping zone.

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

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 1.* Lightning solo aerobatics, 23 Sqn. R.A.F. Leuchars.
- Event 2.* R.A.F. Parachute Team 'The Falcons' with an Argosy, from R.A.F. Abingdon.
- Event 3.* Spitfire, solo aerobatics, Ft. Lt. Holden-Rushworth, R.A.F. Coltishall.
- Event 4.* Victor demonstration, R.A.F. Marham.
- Event 5.* Dominic demonstration, R.A.F. Stradishall.
- Event 6.* Shackleton demonstration R.A.F. St. Mawgan.
- Event 7.* Basset demonstration, R.A.F. Topcliffe.
- Event 8.* Beverley demonstration, R.A.F. Abingdon.
- Event 9.* Twin Pioneer demonstration, R.A.F. Odiham.
- Event 10.* R.A.F. Jet Provost Aerobatic Team 'Red Vipers' R.A.F. Syerston.
- Event 11.* Whirlwind Helicopter Sea Air Rescue demonstration, R.A.F. Leconfield.
- Event 12.* Fouga Magister solo aerobatics, Royal Belgian Air Force.
- Event 13.* Zlin solo aerobatics, S/Ldr. Neville Browning R.A.F. (Retired) Chief Flying Instructor, Herts. and Essex Aero Club.
- Event 14.* Jet Provost, Training demonstration, with Inter/com relay to public, R.A.F. Church Fenton.
- Event 15.* Beaver, short handling display and supply drop, Army Air Corps, Middle Wallop.
- Event 16.* Meteor demonstration, R.A.F. Binbrook.
- Event 17.* Vampire solo aerobatics, R.A.F. Church Fenton.
- Event 18.* Jet Provost solo aerobatics, R.A.F. Church Fenton.
- Event 19.* Gnat solo aerobatics, R.A.F. Little Rissington.
- Event 20.* French Air Force Aerobatic Team 'La Patrouille de France', the Premiere Aerobatic Team of the French Air Force, flying Potex-Magisters.
- Event 21.* Gnat solo aerobatics. Winner of the Wright Jubilee Trophy, 1966. F/Lt. Turner from R.A.F. Valley.
- Event 22.* Two Cessna 310K's, demonstration, from Williams' Air Charter, Leeds/Bradford Airport, Yeadon, and Northern Air Taxis, Leeds/Bradford Airport, Yeadon.
- Event 23.* Sherburn A.C. solo aerobatics, Sherburn Aero Club, Yorkshire.
- Event 24.* Beechcraft Baron demonstration, British Ropes Ltd.
- Event 25.* Cessna 310K, Williams' Air Charter Ltd., circuits of airfield with prize winners.

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.
The French Air Force.
The Royal Belgian Air Force.
All participants in the flying programme and the static display.
The G.O.C. in C. Northern Command.
The A.O.C. No. 23 Training Group R.A.F.
Group Captain C. 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.
Yorkshire District Provost Company R.M.P. (T.A.).
The 12/13 Bn. The Parachute Regiment (T.A.).
The Yorkshire Evening Post.
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.
Aer Lingus Irish International Airlines, and Messrs. Holliday and Edwards Ltd. (Public Relations Consultants); British Eagle International Airlines Ltd.; The King Charles Sports Centre, Leeds; and Williams' Air Charter Ltd., for kindly providing Air Pageant prizes.

Finally the spectators themselves, who each year encourage the Organisers so much by attending the SSAFA Air Pageant. It is hoped that everyone will have a most enjoyable day.

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

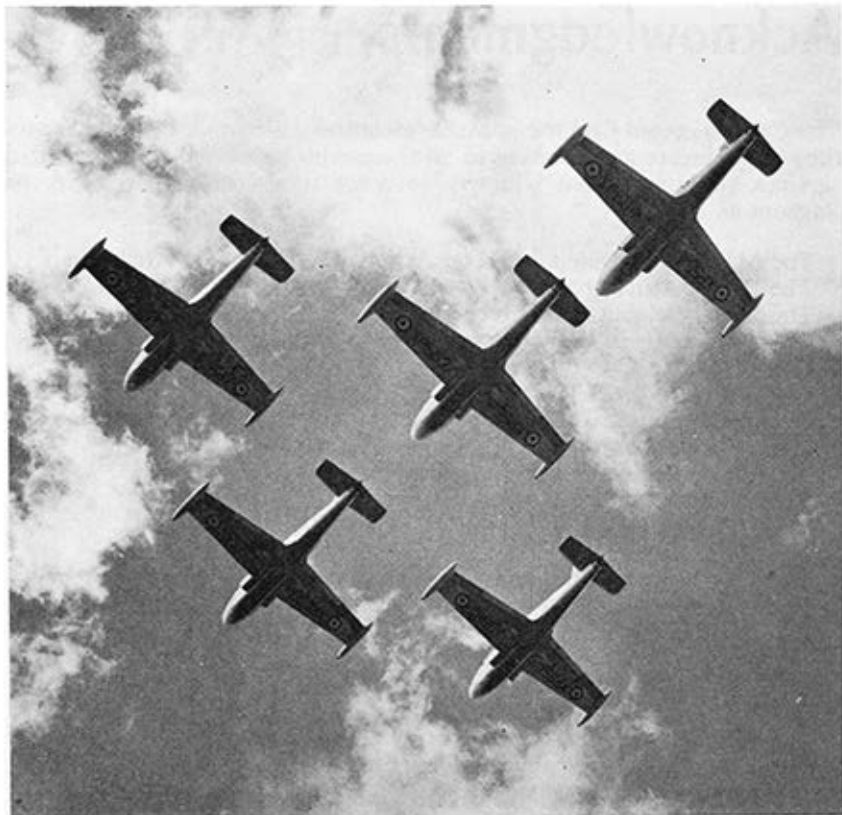
FLYING PROGRAMME OFFICIALS

Flying Controller and Commentator:

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

Assistant Flying Controller:

Flight Lieutenant R. McArthur, R.A.F.



R.A.F. Syerston – Jet Provost Aerobatic Team “Viper Red”

The ‘Viper Red’ formation comes from No. 2 Flying Training School, Syerston, Notts, and is made up of four Jet Provost Mark 4 aircraft.

The pilots are all full-time flying instructors and they rehearse for their aerobatic displays in addition to carrying out their normal duties of training student pilots.

The team is led for the second consecutive year by Ft. Lt. Don Henderson, from Gravesend, aged 32, married with three children. The No. 2 position (on the right wing) is flown by Fg. Officer Bill Aspinall, from Harpenden, aged 23, married. The No. 3 position (left wing) is flown by Ft. Lt. Brian Surtees, from Chester-le-Street, Co. Durham, aged 26, married. In the No. 4 position (the box) is Ft. Lt. George Lee, from Quorn, aged 25, married. He is the deputy leader of the team. Ft. Lt. Ken Quin is the team reserve, from Bournemouth. Aged 27 and the only single man in the team.

900 years from one invasion to another !

Nine hundred years ago William the Conqueror landed at Pevensey, Sussex, and defeated King Harold at the Battle of Senlac on the 14th October, 1066.



This Norman invasion had far reaching results. William was crowned King in Westminster Abbey, and Norman culture was brought to Britain.

The fusion of this Norman culture with Anglo-Saxon culture had a profound influence on Europe through the centuries which followed. Today we have a peaceful and modern 'Invasion' by the Aerobatic Team of the French Air Force. Not today Norman mail clad knights, hewing their way up Senlac Hill, but Knights of the Air winging their way at the speed of sound across the broad acres of Yorkshire.

We salute today our French friends and extend to them our warmest thanks and greetings.

The 'Patrouille de France' of the French Air Force are flying Potez-Magister aircraft today. Their maintenance team was flown over from France by a Nord Atlas 2501 aircraft of the French Air Force.

The pilots taking part are:—

In Command of the team is Capitaine Christian Roger, who is 30 years old, and married with two children. He was born in Paris, and holds the Croix de la Valeur Militaire with three citations.

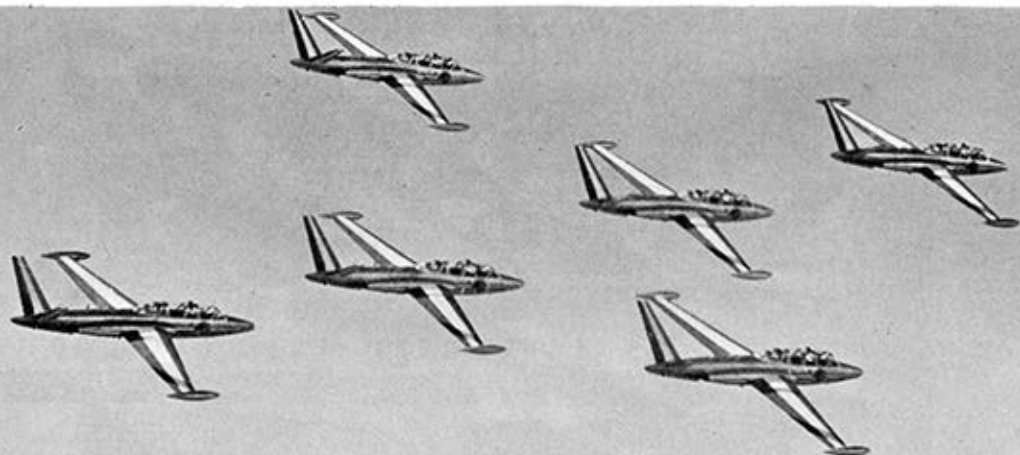
The Second in Command is Capitaine Roger Duguet, who is 32 years old, and married with four children. He was born in Luxeuil.

Adjudant Chef Jean Combes is 33 years old, and is married with three children. He was born in Carcassonne. He holds the Médaille Militaire and the Médaille de l'aéronautique.

Adjudant Chef Jacques Abadon is 31 years old, married with two children. Born in Marseille. He holds the Médaille Militaire and the Croix de la Valeur Militaire with three citations, and the Médaille de l'aéronautique.

Adjudant Jacky Bacharan is 34 years old, married with one child, and born in Carcassonne. He holds the Médaille Militaire.

Adjudant Yves Lucet is 31 years old, married with three children, born in Dijon. He holds the Médaille Militaire, the Croix de la Valeur Militaire, with four citations and the Médaille de l'aéronautique.





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Some of the types of aircraft flying in today's display . . .

The Blackburn Beverley

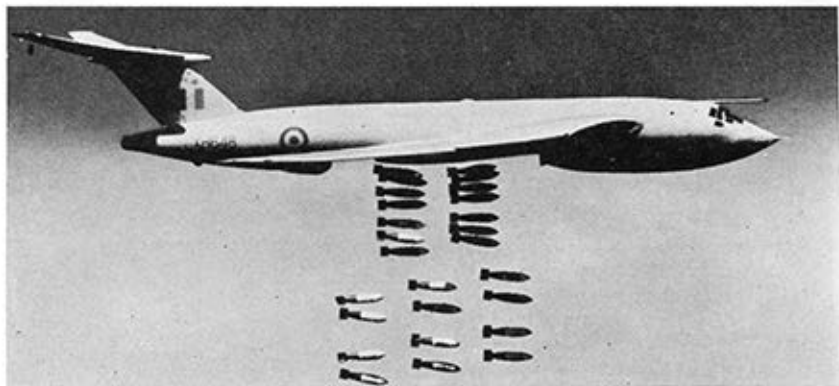
The Beverley C.Mk.1 is the largest and heaviest aircraft operated by the R.A.F. and has been in service with Transport Command since March, 1956, the first aircraft going to No. 47 Squadron at Abingdon. It is in service both in the United Kingdom and with the overseas commands. Its fixed undercarriage and sturdy structure ensure that it can operate in rough territory, and reversible-pitch braking propellers considerably reduce the landing run and limit the area from which it requires to operate.

Beverleys have been used in all the transport operations in which the R.A.F. has been engaged.

The Avro Shackleton

The MR.Mk.3 is powered by four 2,455 h.p. Rolls-Royce Griffon 57A 12-cylinder piston engines driving six-blade contra-rotating co-axial propellers, and there is a capacity for 4,248 gallons of fuel. The Shackleton normally carries a crew of ten which includes the captain, co-pilot, first and second navigators, engineer, wireless operator, radar operator and three men to act as look-outs and operate the SARAH equipment. Crew members alternatively operate as bomb-aimer and front gunner.





The Handley Page Victor

The third and last of the aircraft ordered under the R.A.F.'s V-Bomber programme, the Handley Page Victor is the biggest and heaviest of them. The B.Mk.1 has been in squadron service with Bomber Command since the spring of 1958, and the B.Mk.2 since February 1962.

The Victor was produced to meet the same general requirements as the Vulcan and is readily identifiable by the 'crescent' or cusp-shaped wing.

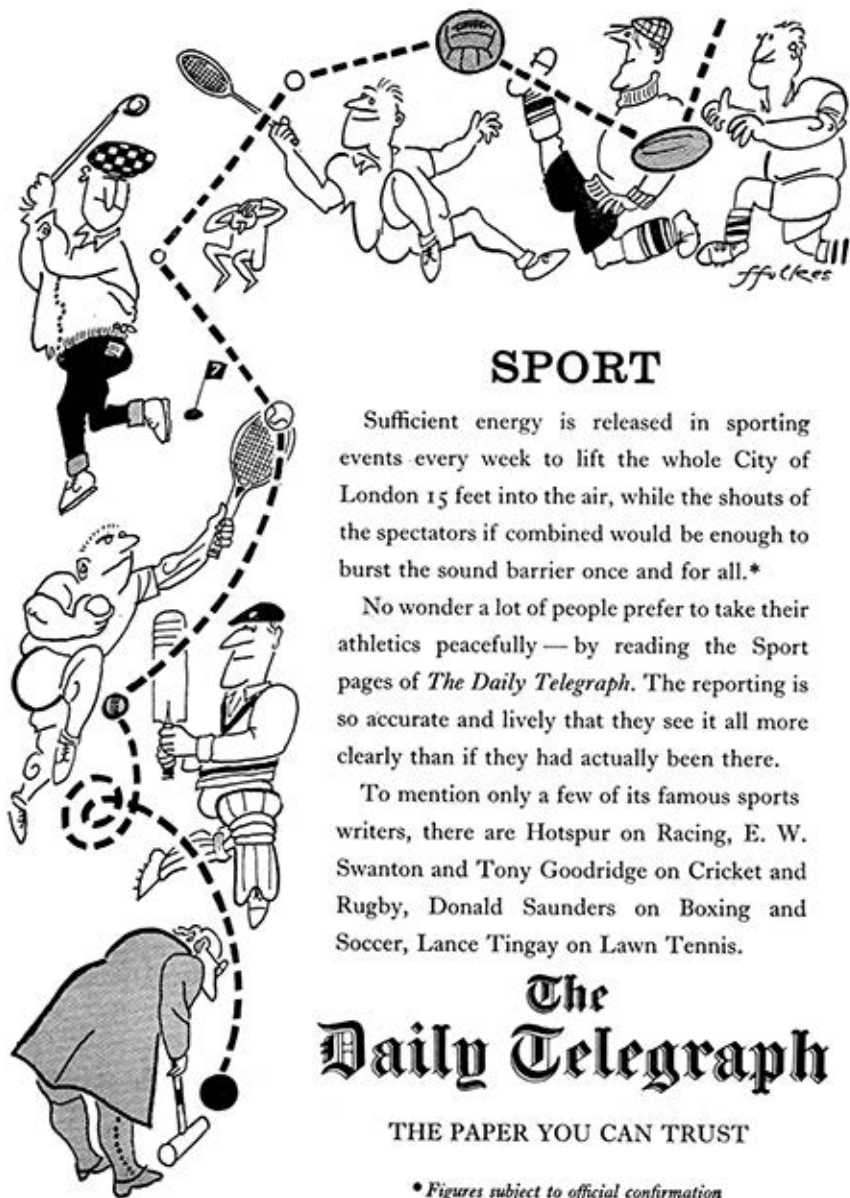
The Avro Vulcan

The Vulcan was the World's first large bomber of delta-wing configuration, and was designed to an Air Staff requirement initiated in 1947. The prototype first flew on August 30th, 1952, after a number of small experimental designs—the 707 series—had been flown to gain both low-speed and high-speed aerodynamic data on the delta wing.

The configuration was chosen because of the unique combination of load-carrying capabilities, high subsonic speed at great height and long range that it offers. The delta wing means that ailerons and elevators have to be side by side on the trailing edge of the wing. They are separate sections, each operated by an individual electro-hydraulic power unit so that if one unit fails the other surfaces are still available and give the pilot adequate control.

The crew of five consists of captain, co-pilot, navigator/plotter, navigator/radio and air electronics officer. Pressurisation is provided in two stages, one for medium-height cruising and the other for high-level operations. The Vulcan carries extensive electronic equipment and has more than a hundred electronic motors and actuators.





SPORT

Sufficient energy is released in sporting events every week to lift the whole City of London 15 feet into the air, while the shouts of the spectators if combined would be enough to burst the sound barrier once and for all.*

No wonder a lot of people prefer to take their athletics peacefully — by reading the Sport pages of *The Daily Telegraph*. The reporting is so accurate and lively that they see it all more clearly than if they had actually been there.

To mention only a few of its famous sports writers, there are Hotspur on Racing, E. W. Swanton and Tony Goodridge on Cricket and Rugby, Donald Saunders on Boxing and Soccer, Lance Tingay on Lawn Tennis.

The Daily Telegraph

THE PAPER YOU CAN TRUST

* Figures subject to official confirmation

*When help is needed
through SSAFA your money
can buy happiness!*

For more than eighty years SSAFA has brought help and new hope not only to servicemen's families but to the families of ex-servicemen in distress.

SSAFA advises on all personal problems.

SSAFA gives temporary financial help to those in trouble, whose needs are not met by the State.

SSAFA provides an emergency home for children when mothers are ill.

SSAFA supplies clothing to families in need.

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

SSAFA handles cases and administers grants for other service and regimental funds.

SSAFA administers a nursing service for service families overseas.

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

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 Fougas Magister of the Royal Belgian Air Force

Once again we welcome the Fougas Magister of the Royal Belgian Air Force to the Air Pageant. Many spectators will remember the brilliant solo aerobatics performed last year by this aircraft of the Royal Belgian Air Force, and we welcome our friends from Belgium most sincerely today.

Those who are fortunate enough to be present this Whit Monday will undoubtedly witness another brilliant exhibition of solo aerobatics performed by one of the ace Pilots of the Royal Belgian Air Force.

*SSAFA Is at hand When Help is Needed by Service and
ex-Servicemen's families.*

SSAFA Champions the Cause of the Forces' families.

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

SSAFA's work is voluntary work.

The Air Training Corps

This year, the Air Training Corps celebrates its 25th Anniversary and it is now firmly established as one of the finest youth movements, bringing all-round benefits to its members. As well as maintaining a steady flow of recruits to the Royal Air Force, the A.T.C. continues to offer a fine training to young men to fit them in all walks of life, encouraging adventure, sports and pastimes and at the same time, instilling discipline and a sense of duty.

Cadets receive training in numerous subjects, including navigation, signals, engines and meteorology, airmanship, foot and arms drill, etc. All cadets are given the opportunity to fly in powered aircraft and many qualify in gliders to proficiency standard. Cadets with outstanding service may be selected for special overseas flights or attend as one of the party visiting the U.S.A., Canada or certain European countries. Most Squadrons have regular opportunities for firing .22 rifles and cadets may qualify for both the R.A.F. and A.T.C. marksman badges. Each year Squadrons attend summer camp at many R.A.F. Stations, and certain cadets are selected to attend camp in Germany.

Members of the West Riding Wing Air Training Corps are today giving their services by manning the entrance gates and car parks and selling programmes, and this is their contribution towards making the SSAFA Air Pageant a success.

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, Dewsbury, Huddersfield, Halifax, Holmfirth, Pudsey, Ilkley, Keighley and Mytholmroyd.

Recruits may enrol between the ages of 13½ and 17¾ and can do so at any A.T.C. Squadron Headquarters in the areas mentioned, or they may contact Headquarters West Riding Wing A.T.C., Nunroyd House, Yeadon, Leeds, who will advise them of the address of the Squadron nearest to their homes.

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 this safety line.

It is also strictly forbidden for the Public to enter the enclosure round the Static Aircraft display. Many of these aircraft in the Static Display are also taking part in the flying programme this afternoon.



The Beagle Basset CC. Mk. 1

The Basset is a light transport monoplane powered by two 310 h.p. Rolls-Royce/Continental engines, and is used by R.A.F. Transport Command for communications duties.

It carries a crew of two and three or four passengers at a speed of 220 m.p.h.

Span, 45ft. 9in.; length, 33ft. 9in.

The Scottish Aviation Twin Pioneer

Inheriting the short take-off and landing (S.T.O.L.) characteristics of its predecessor the single-engined Prestwick Pioneer, the Twin Pioneer CC.Mk.1 is an all-metal short-range light transport aircraft, particularly suited for operation from small unprepared or semi-prepared airstrips. Its rugged structure and fixed undercarriage allow it to land and take off from rough territory; by extensive use of full-span flaps and slots the operational area need be only 300 yds. by 100 ft. The aircraft was designed to meet a specification for a variety of roles, including troop-transport, paratrooping, casualty evacuation, supply dropping, light freighting and medium-level bombing. The crew of two consists of a pilot and second pilot, navigator or air despatcher.

For rescue work, Lindholme survival equipment may be dropped from the rear door, and SARAH homing apparatus can be installed. In the casualty-evacuation role, nine stretchers in three banks can be carried, plus two walking cases and a medical attendant. The litters are quickly installed at special pick-up points. Because of the small landing area which the Twin Pioneer requires, casualties can be quickly flown either direct to hospital or to a main airfield for transfer to larger casualty-evacuation aircraft.



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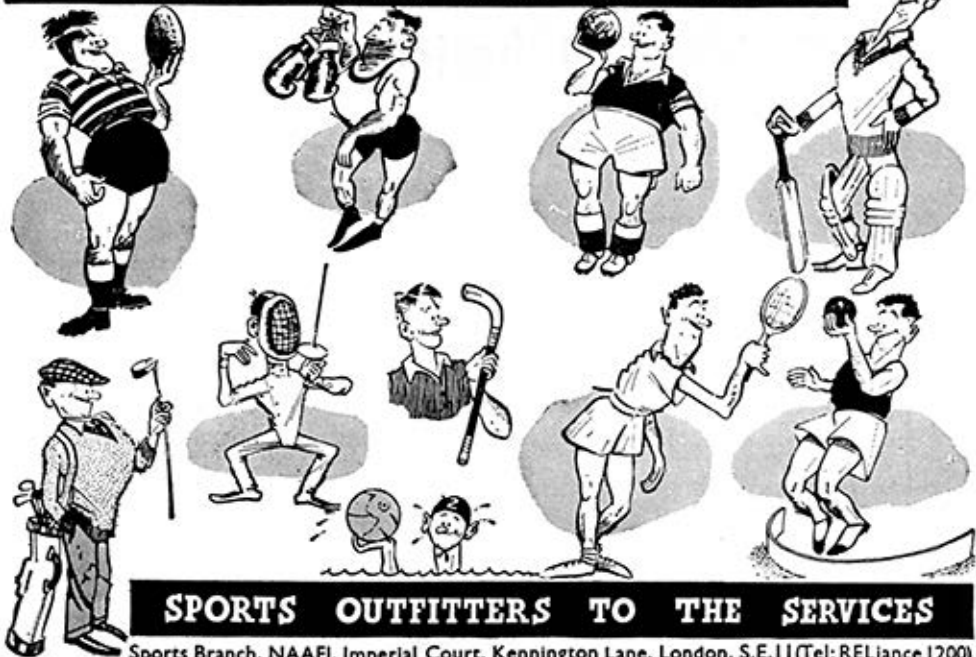
The Whirlwind HAR Mk. 10 helicopter

The Whirlwind helicopter—originally the Westland-built version of the Sikorsky S.55—has been in service with the Royal Air Force since 1954. The first was the HAR.Mk.4. Various other versions have been produced and the current version is the HAR.Mk.10, fitted with a 1,024 h.p. de Havilland Gnome shaft-turbine engine. This entered R.A.F. service in 1961. The HAR.Mk.10's are for service with Flying Training, Transport, Coastal and Overseas Commands, where its ability to maintain sea-level performance in tropical and high-level conditions are of particular value.



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BEER AT ITS BEST



TETLEY

The Hawker Siddeley Dominie T. Mk. 1

The Dominie is a military training version of the well known HS.125 twin-jet executive aircraft, the first of which flew in 1962, and is used by the Royal Air Force as a navigation trainer. Powered by two Bristol Siddeley Viper 520 rear-mounted turbojets, each of 3,000 lb. thrust, the Dominie entered service with No. 1 Air Navigation School, Stradishall, Suffolk, in 1965.

It enables students to be trained in more realistic conditions by filling the gap in performance between the older (200 m.p.h.) piston-engined Varsity and operational flying in high performance jet aircraft at 600 m.p.h. or more.



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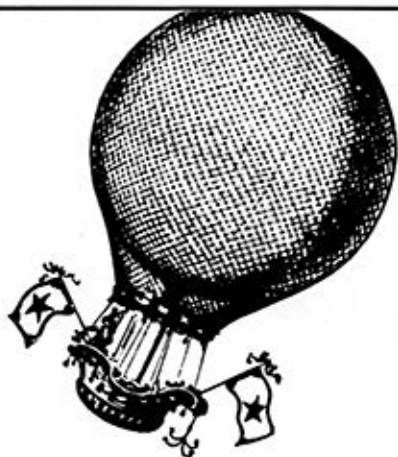
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Northern Air Taxis – Demonstration Cessna 310 K

Today's Captain, Mr. E. Crabtree, and this aircraft made the first direct flight from America to Leeds/Bradford Airport taking 11 hours 45 minutes, on 28th March. The aircraft is a brand new 1966 Cessna 310.K business executive aeroplane, one of a flight of six twin-engined air charter aircraft operated from Leeds.

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.

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

Static Display

NORTHERN AIRCRAFT PRESERVATION SOCIETY

The aims of the Society are to form a Museum of Vintage Aircraft similar to that run by the Shuttleworth Trust and Skyfame, but with the emphasis on Light Aviation and Private Flying. To this end, already a collection of some eight aircraft have been built up, and are now in course of being renovated. It is hoped that by the end of the year the first two machines, the Avro Avian and the Flying Flea, will be ready for Exhibition. The rest of the collection is made up as follows:—

B. A. Swallow (1935) Mosscraft M.A.2 (1938)
Kirby Cadet (1940) Addyman Gliders (c.1930)

These latter were built by Mr. E. T. W. Addyman of Harrogate during the early 1930's and were presented to the Society by his sons earlier this year.

The address of the Secretary of the N.A.P.S. is Mr. M. Goosey, N.A.P.S. 5 Belgrave Crescent, Woodsmoor, Stockport, Cheshire.

WEST RIDING BRANCH OF AIR-BRITAIN

Members of the West Riding Branch of Air-Britain are today manning a stand in the static display specifically designed for your entertainment and information. Air-Britain is the International Association of Aviation Historians founded in 1948. The West Riding Branch was formed in September, 1964, by a small nucleus of enthusiasts based at the Leeds/Bradford Airport.

Today on the stand Air-Britain hope to interest you in aviation. If you want local aviation news read the monthly Branch news-sheet, Yorkshire Air News, which gives a most comprehensive cover of aviation activities in Yorkshire.

The address of the Secretary of Air-Britain, West Riding Branch, is:— J. A. Stanfield, Esq., 44 Becketts Park Drive, Headingley, Leeds 6.

ECCLESFIELD MODEL AERO CLUB

Members of the Ecclesfield Model Aero Club are demonstrating model aircraft in their display today in the Public Enclosure. Their programme includes control line and stunt and radio control flying.

The control line flying will be trainer and stunt flying. The trainer aircraft are both kit built and scratch built models. One of the trainer models is a Veron 'Super Quickly Kit' the Percival Provost. This kit was built by one of the Club Members, and took him approximately eighteen minutes. Another of the models is a scratch-built plane designed and built by the President of the Club. These two aircraft will be flown for the benefit of anyone who wishes to learn to fly, and instruction will be given on flying by the Club Members free of charge.

The stunt flying will be done by Mr. R. Parish and Mr. M. Oxley, the aircraft being used will be the Mini Bunt, the Scorcher and the Mini Scorcher.

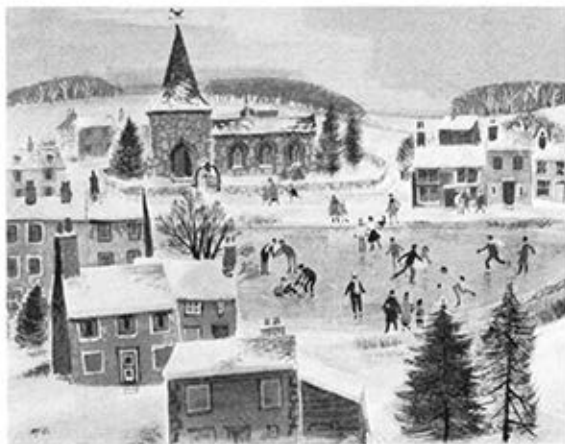
Radio control flying, however, will be the highlight of the Club's Display this year.

The address of the Ecclesfield Model Aero Club is c/o 175 The Wheel, Ecclesfield, nr. Sheffield, Yorkshire, and the Hon. Secretary is Mr. M. J. Oxley.

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The Tower of London, Circa 1840.



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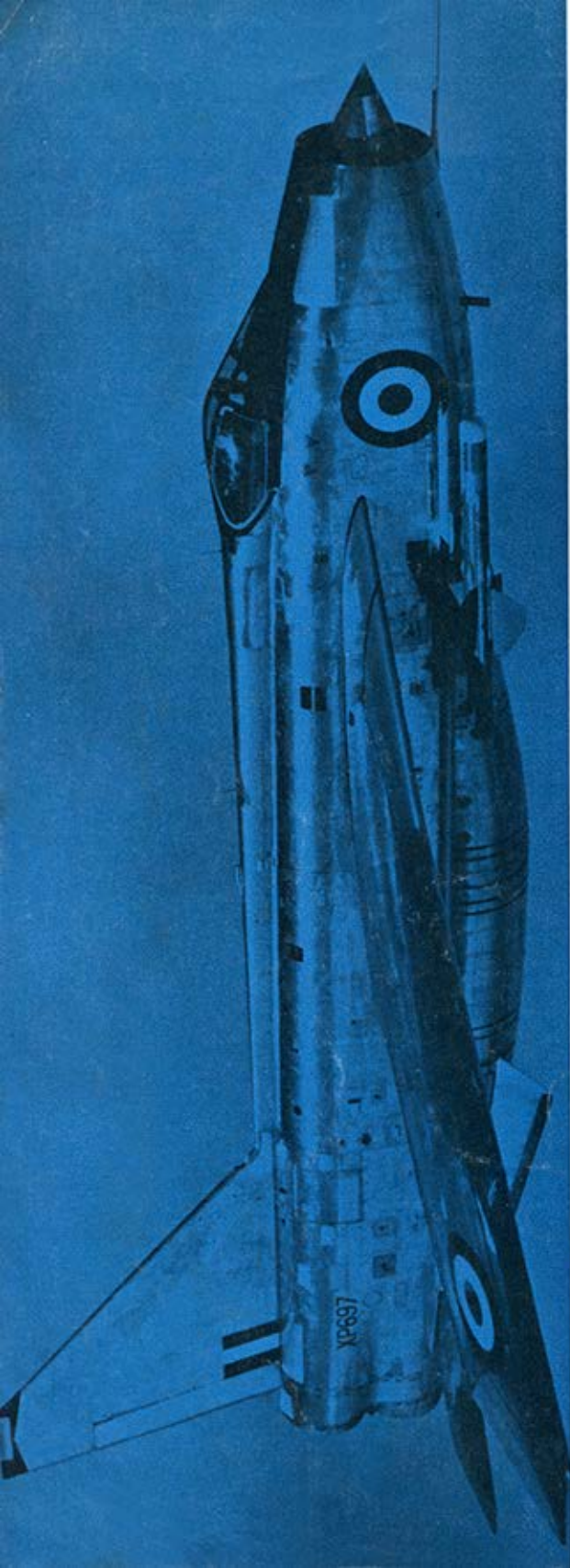
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