

OFFICIAL PROGRAMME 2s.

**SSAFA international**

# **air pageant**

**CHURCH FENTON**  
**29 May 1967**

**FLIGHT**  
International

THE COMPLETE AVIATION JOURNAL  
Thursday 2s.

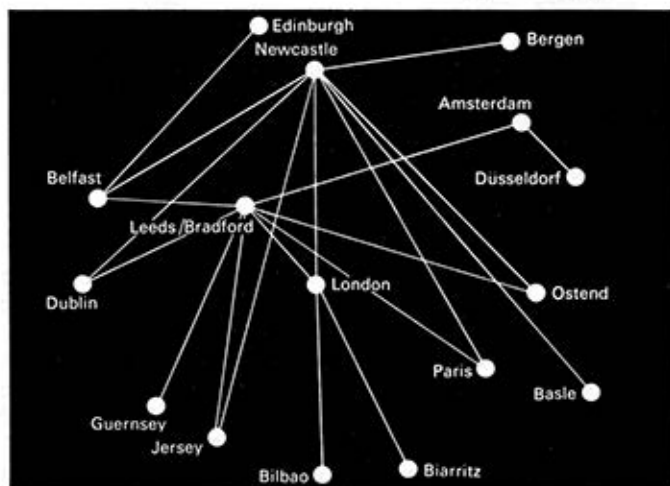


# FOR HOLIDAYS or FOR BUSINESS



One of the splendid Series 745 VISCOUNTS currently operating on many BKS domestic and continental routes. More of these fine aircraft are to be introduced during the year. You may even be the lucky winner of a free return flight in this airliner offered in the competition run in conjunction with the Yorkshire Evening Post.

## GO FAR BETTER BY **BKS**



This is the present Route Network operated by BKS with 'Whispering Giant' Britannias, Viscounts and HS 748s.

For bookings, see your nearest Travel Agent or contact—

BKS, St. George's Hall, Bradford - - - - - 27375

BKS, Bishopgate Street, Leeds - - - - - 31074

BKS, Yeadon Airport - - - - - Rowdon 3271

or **BKS AIR TRANSPORT LIMITED**  
Hodford House, High St., Hounslow, Middx. Tel. 01-572-0911

# GT. BRITAIN



## The Red Arrows

Today's display has a sporting flavour in that it features two of the greatest aerobatic teams in the world.

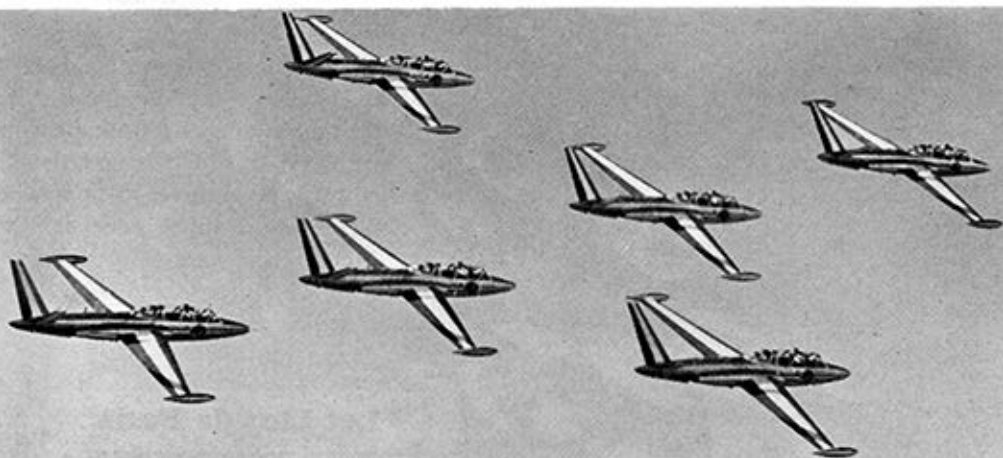
On your left, above, The Red Arrows—the R.A.F. Aerobatic Team for 1967. On your right, The Patrouille de France, leading aerobatic team of the French Air Force.

Colourful in every respect, both teams can be guaranteed to put on first-class shows and, who knows—with a touch of national pride mixed with the competitive spirit, we may well be in for a display of the most exciting flying yet seen at one of our annual pageants.

The pilots of The Red Arrows team are qualified flying instructors from the R.A.F. Central Flying School, R.A.F. Little Rissington, Gloucestershire. The Central Flying School is the oldest military flying training school in the world, and trains flying instructors for the R.A.F., the Royal Navy, the Army and many foreign air forces.

The team, based at R.A.F. Kemble, Gloucestershire, flies the Hawker Siddeley Gnat two-seat advanced trainer, a highly-maneuvrable aircraft with a good transonic performance. It is a very small aircraft,

# v FRANCE!



## The Patrouille de France

with a wing span of only 24ft., and is powered by a 4,400-lb. thrust Bristol Siddeley Orpheus turbojet.

In 1966 the team's red-painted Gnats gave 85 displays in ten countries—in the United Kingdom, on the Continent and in the Levant. They went to Germany, France, Italy, Norway, Belgium and Denmark, and to Jordan where they were specially invited by King Hussein. Other countries visited were Malta, Libya and Cyprus.

The Red Arrows display is characterised by the large number of different formations that are flown, most of the changes from one to another being performed when the aircraft are inverted. The most difficult formation to fly in a swept-wing aircraft is "line abreast"; this is demonstrated in several manoeuvres by the team, including a roll. The Red Arrows are the only team which rolls swept-wing aircraft in this formation.

Display sequences, taking about 16 minutes, are flown as tightly as possible to remain in front of the crowd. Approximately halfway through the show the team splits and the main force synchronises with the two solo aircraft which perform low-level aerobatics. Usually the whole team then joins up in formation and completes the display with a "bomb burst."

Perhaps it was the news that The Red Arrows were to be in the same programme that decided the Patrouille de France to field nine aircraft at today's display, instead of the usual six.

Whatever the case, we can expect a colourful performance from the colourful aircraft of these pilots who are the cream of the French Air Force.

We extend a warm greeting to them and know that they will get a real Yorkshire welcome here at Church Fenton.





## They're never too young...

£1 is all you need to open a Lloyds Bank savings account for your child. Add a little to it every birthday. Every year we'll add to it too. All the time your children are growing – their savings will grow with them. Not so many years from now, when they leave school or university, that Lloyds savings account will hold quite a useful sum. And your child will have a very good start.

**Let Lloyds Bank help you to plan**



## A great airline knows that *your* flight is the most important flight.

A great airline gets you there quickly and comfortably.

A great airline flies to all the places *you* want to reach.

A great airline employs the best trained people and keeps them up to scratch by frequent refresher courses.

A great airline is courteous without being cold, friendly without being familiar.

A great airline has the most modern aircraft – and the most stringent maintenance.

A great airline not unexpectedly carries more passengers than any of its competitors.

**BEA**

**Europe's  
foremost  
airline**





## English Electric Lightning

The English Electric Lightning all-weather fighter was first introduced into squadron service in the Royal Air Force with No. 74 Squadron at Coltishall, Norfolk, in the autumn of 1960.

The Lightning was the R.A.F.'s first truly supersonic aircraft, and can fly at twice the speed of sound in level flight. When he named the P.1B, as it was formerly known, as the "Lightning" in October, 1958, Marshal of the Royal Air Force Sir Dermot Boyle, then Chief of the Air Staff, described it as "businesslike, powerful and aggressive."

The predecessor of the Lightning, the P.1A, was conceived by a team under Mr. W. E. W. Petter (who was responsible for the Lysander, Canberra, Gnat and other notable aircraft) as a high-speed research vehicle to a Ministry of Supply specification for investigation into the sound and heat barriers.

Eventual development was, from the beginning, as an integrated weapons system—not merely a fighter to carry guns and missiles. All major components—airframe, engines, armament, fire-control radar, auto-controls, and so on—have thus been carefully co-ordinated and "made to measure."

The pilot is accommodated in a pressurised and air-conditioned cockpit, with a rearward-hinging canopy, and has a Martin-Baker ejector seat. The main landing wheels retract outwards into the wings and the nose-wheel forward into the fuselage. There is a tail braking parachute to shorten the landing run.

The Lightning incorporates outstanding and unprecedented characteristics. It has three times the thrust of the Hunter and can fly twice as fast. Its take-off is relatively short and it can climb to operational height in less than three minutes.

Technical data: Span, 34ft. 10in.; overall length, 55ft. 3in. Performance—The Lightning can fly above 60,000ft. and Mach 2 has been reached in level flight.

John Dickinson and Company Ltd  
makers of Barilston Bond  
and other fine quality stationery  
wish the organizers of the  
S.S.A.F.A International Air Pageant  
every success this afternoon.

**Beer at its Best...**



**TETLEY**





## Westland Whirlwind

Originally the Westland-built version of the Sikorsky S-55, the Whirlwind helicopter has been in service with the R.A.F. since 1954, the first HAR.Mk.4s, equipped for tropical operation at high levels and in high temperatures, being issued to No. 155 Squadron at Kuala Lumpur, Far East Air Force, for troop transport and rescue work in the Malayan jungle.

For Search and Rescue operations both the scoop-net and winch methods are used. A swimmer can be scooped out of a calm sea, or in bad weather the winchman is lowered to the victim by line, wraps him in a strop and he is then winched up to the helicopter. If necessary the winchman can support the victim while both are winched up in a double-hoist.

Two Whirlwinds of the HCC.Mk.8 version, powered by 740-h.p. Alvis Leonides Major engines, are flown by the Queen's Flight at R.A.F. Benson and are frequently used in the United Kingdom by members of The Royal Family. These aircraft are specially-equipped and sound-proofed.

The Whirlwind fitted with the 1,024-h.p. de Havilland Gnome shaft-turbine engine is designated the HAR.Mk.10. A simple engine installation permits piston-powered versions to be converted.

## Army Air Corps

Today's Army Air Corps' display is being presented by No. 6 Flight A.A.C. (Scout helicopter) and No. 132 Flight R.C.T. (Beaver).

The Scout A.H. MK.1 first flew on August 4, 1960, and a substantial production order for the Army was announced in September that year. A number have also been sold abroad.

The Beaver, built in Canada, is a rugged single-engined utility transport with excellent short take-off and landing capability.

Don't be vague  
Ask for  
**Haig**

BRITAIN'S LARGEST-SELLING  
SCOTCH WHISKY



**YORKSHIRE  
AEROPLANE CLUB**

Flying Facilities by

**Yorkshire Flying  
Services Ltd.**

Ministry Approved P.P.L. Course  
on Cessna 150's.

Also available for Hire—Chipmunk,  
Cessna 175/172, Apache,  
Link Trainer

Instructors' Courses,  
Instrument Flying, Aerobatics,  
Pleasure Flights, etc.

**Phone Rawdon 3840**

Get  
« **CLEARWAY** TRADE MARK

**THE  
NEW MAN'S  
HAIRDRESSING  
FOR CLEAN  
CONTROL**





## Shackleton MR Mk. 3

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.Mk.1—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.

This versatile aircraft was progressively improved and 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. The MR.Mk. 3 is in extensive service with Coastal Command and in the overseas Commands and frequently figures 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 lifeboat can be carried under the fuselage.

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 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.

**famous  
quality  
beers**



**Wm. YOUNGER'S  
SCOTCH ALES**

SCOTTISH & NEWCASTLE BREWERIES LTD.

GARFORTH OFFICE:

TEL. 3232

EDINBURGH HOUSE

**WILLIS LUDLOW**

**BULK BUYING** means

**BIG SAVINGS** means

**CUT PRICES**

**VICAR LANE** *Harwood St. - Sydney St.*  
**LEEDS**



## Jet Provost

A direct development of the piston-engined Provost, which has been in service with R.A.F. 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 prototype Jet Provost first flew on June 26, 1954, and, powered by an Armstrong Siddeley Viper turbojet, had a maximum speed of 330 m.p.h. As far as possible, components of the piston-Provost were used, although the jet version has a nosewheel undercarriage. The production version, designated the T.Mk.1, entered service with No. 2 Flying Training School, then at Hullavington, Wiltshire, in 1955, and the first R.A.F. student to be trained entirely on jet aircraft, with no previous flying experience, flew solo after 8 hours 20 minutes' instruction.

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 Jet Provost is an extremely docile aeroplane, yet it can give a lively aerobatic performance. Because of this it can be used right from the ab-initio stage up to the point where the student is a competent and confident light-jet pilot, ready in every way to go on to the advanced trainer.

The Jet Provost's spinning characteristics are good; its rate of roll is fast, and take-off and landing are extremely simple. Its engine-handling techniques are in line with those required by the more powerful jet engines.

Technical data: Dimensions: Span (over tip-tanks), 36ft. 11in.; length, 32ft. 5in.; weights: empty, 4,347lb.; loaded, with full tip-tanks, 7,200 lb. Performance—Maximum level speed, 326 m.p.h. at 25,000ft.; stalling speed, 75 m.p.h.; sea-level rate of climb, 2,400 ft./min.; climb to 30,000ft., 23 minutes; ceiling, 33,000ft.; range at 25,000ft., 565 miles.





A healthy, happy childhood gets off to a *flying start* with daily RIBENA



The great natural health drink of our time

CATERING AND BARS

by

**CRAVEN GILPIN**

& Sons Limited

---

SPECIALISTS IN OUTSIDE CATERING FOR  
WEDDINGS, SHOWS, DANCES, DINNERS

Etc.

---

OUTSIDE CATERING DEPARTMENT,  
MANSION LANE, ROUNDHAY,  
LEEDS 8.

Tel.  
667298  
667218

**PRIZES!****PRIZES!****PRIZES!**

A large number of prizes are being awarded at today's display—keep your ears tuned for loudspeaker announcements which will give details.

The prizes include: Two return tickets, Yeadon-Glasgow, with British Midland Airways; Model aircraft kits given by the King Charles Sports Centre, Leeds; a wallet given by Air India; two airline bags given by Air Canada and filled with Canadian foods provided by Lewis's (Leeds), and free flights provided by Northern Air Taxis Ltd. Prior to the display, in a competition run by the Yorkshire Evening Post, an Ulster holiday for two was donated by Fawcett's Royal Portrush Hotel, with free return tickets given by B.K.S. Air Transport; two five-day holidays in the Isle of Man were given by Heaps Tours Ltd., of Leeds; and British Midland Airways gave two return tickets Yeadon-Glasgow.

## “Safari” Display

Included in the static display today is the R.A.F. Regiment “Safari” display which, after today's show, goes on tour to Halifax, Huddersfield and Rotherham.

The display is intended to highlight the work of the R.A.F. Regiment and Fire Service. It includes a Gnat trainer, a Canberra cockpit, a Bofors gun in full working action, crash tender, foam layer and an extensive under-cover show of equipment.

A Recruiting Office is being manned by H.Q. No. 6 Recruiting Region.

## Static Display

The static display in the Public Enclosure includes stands by Air-Britain; R.A.F.A.; the Northern Aircraft Preservation Society; King Charles Sports Centre, Leeds; Ecclesfield Model Aero Club; and R.A.F. Recruiting Region No. 6. John Saville & Sons, of York, have films and cameras on sale at their caravan.

## Northern Air Taxis Ltd.

Fifteen young ladies will get free flights today in the luxurious Cessna 310K of Northern Air Taxis. This company, based at the Leeds-Bradford Airport, has established an excellent reputation with its swift, all-weather, executive charter service tailored to the needs of industry. The company offers a wide range of destinations, high comfort and safety in the latest twin-engined aircraft.

# 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 (Flight-Lt. A. Turley, No. 23 Sqn. R.A.F. Leuchars).
- Event 2. Sea-Air Rescue demonstration by a Whirlwind Mk. 10 Helicopter from No. 202 Sqn. R.A.F. Leconfield.
- Event 3. Three Dominies in a demonstration from No. 1 Air Navigation School, R.A.F. Stradishall.
- Event 4. Fly past by an Argosy of R.A.F. Transport Command.
- Event 5. Demonstration by an Andover of R.A.F. Transport Command.
- Event 6. Fly past by a Shackleton of No. 18 Group R.A.F., from Ballykelly, Northern Ireland.
- Event 7. Demonstration of a Beagle Basset from R.A.F. Transport Command.
- Event 8. Fly past of a Blackburn Beverley of R.A.F. Transport Command.
- Event 9. Formation Aerobatics by Jet Provosts from No. 1 Flying Training School R.A.F. Linton-on-Ouse.
- Event 10. Solo aerobatics by S/Ldr. Neville Browning R.A.F. (Retired) Chief Flying Instructor, Herts. and Essex Aero Club, in a Zlin.
- Event 11. Solo aerobatics by Lt. Fagnoul of the Royal Belgian Air Force, in a Fouga Magister.
- Event 12. Chipmunk solo aerobatics by S/Ldr. R. Chambers, R.A.F. Leeds University Air Squadron.
- Event 13. Handling display by a Beaver and a Scout Helicopter of Army Air Corps, Netheravon.
- Event 14. Formation aerobatics in Potez-Magisters, by La Patrouille de France, of the French Air Force, led by Capitaine Duguet, Commandant of La Patrouille de France.
- Event 15. Jet Provost solo aerobatics from No. 1 Flying Training School R.A.F. Linton-on-Ouse.
- Event 16. Demonstration of the Cessna 310 G and 150, of Northern Air Taxis, Leeds/Bradford Airport.
- Event 17. Demonstration of the Topsy Nipper of Nipper Aircraft Ltd.
- Event 18. Demonstration of the Cessna 310K of Northern Air Taxis Leeds/Bradford Airport.
- Event 19. Hunter solo aerobatics from R.A.F. Valley.
- Event 20. Formation aerobatics in Gnats by The Red Arrows, R.A.F.
- Event 21. Flights of Prize Winners in a Cessna 310K of Northern Air Taxis, Leeds/Bradford Airport.

# 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 G. J. South, D.S.O., D.F.C., R.A.F., The Officer Commanding, Royal Air Force, Church Fenton, and all Ranks.

All Ranks of the West Riding Air Training Corps.

150 (Northern Command) Provost Company, Royal Military Police.

4th (Volunteer) Battalion, The Parachute Regiment.

The Yorkshire Evening Post.

Allen Rowley, Promotions Executive, Yorkshire Post Newspapers Ltd., 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, Iliffe Marketing Co. Ltd.

The Automobile Association.

The Royal Automobile Club.

B.K.S. Air Transport Ltd.; Fawcett's Royal Portrush Hotel; British Midland Airways; Northern Air Taxis Ltd.; The King Charles Sports Centre, Leeds; Air Canada; Lewis's Ltd., Leeds; Air India; Heaps Tours, 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 was printed by the Yorkshire Evening Post Colour Printing Division at Driffield.

---

## FLYING PROGRAMME OFFICIALS

*Flying Controller:*

*Squadron Leader L. K. Grzybowski, A.F.C., R.A.F., Senior Air Traffic Control Officer, R.A.F. Church Fenton.*

*Assistant Flying Controller:*

*Flight Lieutenant R. J. B. Leedal, R.A.F.*

*Commentator:*

*Allen Rowley, Promotions Executive, Yorkshire Post Newspapers Ltd.*



## SSAFA

The Soldiers', Sailors' and Airmen's Families Association  
27 Queen Anne's Gate, London, S.W.1.

*Founded 1885*

*Incorporated by Royal Charter 1926*

SSAFA is many things to many, many people. Its initials stand for The Soldiers', Sailors' and Airmen's Families Association.

The people it helps still need that help. Read why:

The answer is simple. Service life is just not like civilian life. It has problems which simply cannot be solved by the ordinary machinery of "welfare." Although the serviceman today is a professional and his pay is comparable with many civilian jobs, the conditions under which he lives are quite different—the separations his family faces more disrupting. Many of the problems he faces are unique, and even normal problems which can arise in civilian life are magnified and distorted 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 recognize as essential to good morale. 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 dependants of men who died serving are not left lonely and near destitute. Helping these people wherever in the world they are.

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 sometimes heartless world. Please help SSAFA now!





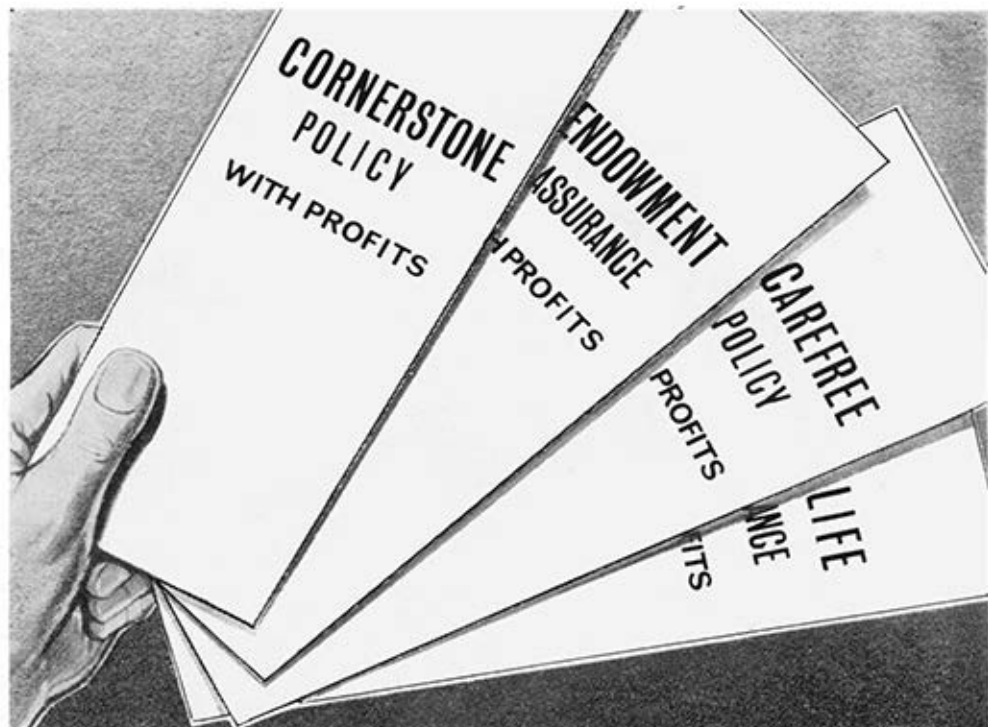
## Blackburn Beverley

The Yorkshire-built Beverley C.Mk.1 has been in service with R.A.F. 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 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.

Powered by four 2,850-h.p. Bristol Centaurus radial engines, and carrying a crew of four, the Beverley was the first British aircraft specifically designed for the dropping of heavy Army equipment. It is also used as a troop-transport, for para-trooping and freighting and as a casualty-evacuation aircraft.

The main freight compartment is 40ft. long by 10ft. wide by 10ft. high, and the rear compartment, in the tail boom, measures 44ft. by 8ft. 6in. wide by 6ft. high. In the troop-transport role a total of 94 troops can be carried, 58 in the main compartment and 36 in the boom. For para-trooping there is accommodation for 70 men (40 in the main compartment and the rest in the boom); the troops leave the aircraft by a rear door or by the side doors.

Technical data: Span, 162ft.; length, 99ft. 5in.; height, 38ft. 5in.; weights, empty 82,100lb., loaded, 135,000lb. Performance—Maximum speed, 238 m.p.h. at 5,700ft.; cruising speed, 173 m.p.h.; service ceiling, 16,000ft.; take-off distance to 50ft., 447yd.; range with 1,000lb. payload, 3,690 miles; range with 44,000lb. payload, 200 miles.



## A FINE HAND to hold

Personal Service and Advice on all classes of Insurance is given by our representatives at the Policyholder's own home

# THE ROYAL LONDON

**MUTUAL INSURANCE  
SOCIETY LTD.**

ROYAL LONDON HOUSE,  
FINSBURY SQUARE, LONDON, E.C.2.

**ASSETS EXCEED £214,000,000**



## Hawker Siddeley Andover

The principal function of the Andover is to give battlefield mobility to the Army by providing air transport forward from a major air-head which can only be used by the larger or medium range aircraft. The Andover is one of the most versatile transport aircraft ever built for the R.A.F., its main feature being STOL (short take-off and landing) capability, which enables it to operate from rough airstrips down to 300 yards in length with obstacles in the approaches.

It may be used for troop carrying or freighting—the troops or freight being either landed at their destination or despatched by parachute—and may also be employed in the aeromedical role, i.e. as an air ambulance.

The Andover (length 78ft., span 98ft.) is powered by two Rolls-Royce Dart turbo-props of 3,000 h.p., and can cruise at 254 m.p.h. The freight hold is 37½ft. long, with a floor width of 6ft. 10in. The cabin is fully pressurised and the aircraft can operate at heights of over 20,000ft.

Typical loads carried by the Andover in its various roles could be: FREIGHTER—6 tons, including a wide range of vehicles, e.g. 1 ferret scout car or 1 Land Rover with trailer or howitzer. TROOP TRANSPORT—44 troops. PARA-TROOPING—26 parachutists and two despatchers. AIR SUPPLY—5 x 1-ton containers. AEROMEDICAL—18 stretchers, five sitting cases, plus medical team of three.

For freight loading and supply dropping the Andover has a large hydraulically-operated ramp-type rear door, and a roller conveyor system is installed in the floor. A unique feature of the aircraft is its "kneeling undercarriage" which enables the sill height of the ramp to be adjusted from 3ft. to 7ft., thus facilitating the loading of freight from widely assorted vehicles ranging from one to 10-tonners.

The Andover carries a crew of four—captain, co-pilot, navigator and air quartermaster.

The Andover C.Mk.1 is a development of the Hawker Siddeley 748 civil air liner, of which the R.A.F. has six in service (the Andover CC Mk.2). Two are with the Queen's Flight and four are used for communications flying at home and overseas.

## SPORT

EVERY reader is interested in one game or another and, in keeping with the policy of THE DAILY TELEGRAPH, reports on all sports are contributed only by those recognised as leading authorities in their particular sphere. For expert criticism and imaginative writing follow your favourite sport through the eyes of

"HOTSPUR" and "MARLBOROUGH" (Racing)	LANCE TINGAY (Lawn Tennis)
E. W. SWANTON (Cricket)	DESMOND HILL (Rowing)
TONY GOODRIDGE and JOHN REASON (Cricket and Rugby)	JOHN LANGLEY (Motor Racing)
LEONARD CRAWLEY and ENID WILSON (Golf)	RUPERT CHERRY (Rugby)
DONALD SAUNDERS (Boxing and Soccer)	DAVID THORPE (Yachting)
BRYON BUTLER (Soccer and Cricket)	JAMES COOTE (Athletics)
DAVID MILLER (Amateur Soccer)	DAVID SAUNDERS (Cycling)
	ALAN SMITH (Equestrianism)

The  
**Daily Telegraph**  
*The paper you can trust*

# Aerobatic Expert

Always welcome at our display is aerobatic expert S/Ldr Neville Browning who holds one of the earliest commercial pilot's licences—No. 1641—issued in 1928.

But Neville Browning had been flying long before that: he joined the R.A.F. towards the end of the First World War and 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 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 today is Czech-built and is of the type which won the World Aerobatic Championships at Bilbao, Spain, in 1965. Neville Browning can always be relied upon to put on an excellent show. In fact, for a man of his age, he displays truly remarkable airmanship.

## Your leaving 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.

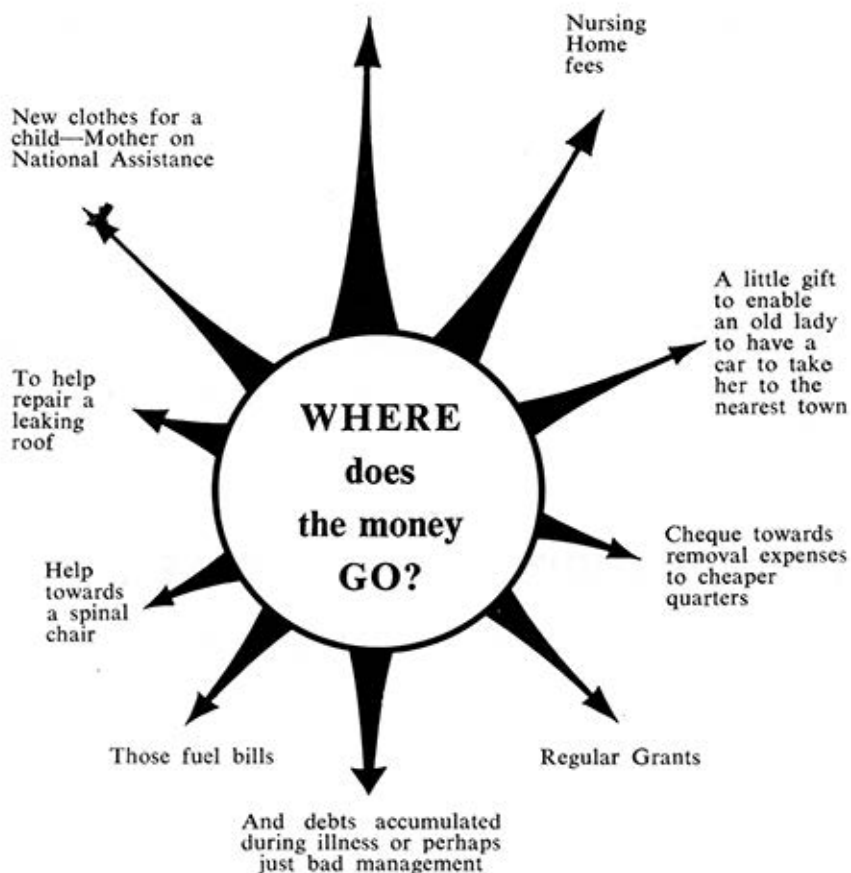
### 2. Pedestrians

- (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.



## THE OFFICERS' BRANCH SSAFA

The maintenance of the ROYAL HOMES for Officers' Widows and Unmarried Daughters, Queen Alexandra's Court, Wimbledon, S.W.19, which provides 79 unfurnished apartments and 9 bed sitting rooms, rent free for widows and unmarried daughters of deceased officers of the Three Services. Applicants must not be under 45 nor over 70 years of age.



**THE MORE WE HAVE—**

**the MORE HELP WE CAN GIVE**

Donations gratefully received by:—

**Captain J. A. Grindle, C.B.E., J.P., R.N.,  
Chairman, Officers' Branch S.S.A.F.A.,  
27 Queen Anne's Gate,  
London S.W.1.**



## Beagle Basset

The Basset is the R.A.F. version of the Beagle B.206 light transport monoplane and has two 310-h.p. Rolls-Royce Continental engines. It is used by R.A.F. Transport Command for communications duties, carrying a crew of two and three/five passengers at a speed of 170 m.p.h. at 10,000ft.

Technical data: Span, 45ft. 9½in.; length, 33ft. 8in.; height, 11ft. 3in.

## Tadcaster R.A.F.A. Balloon Race

Members of the Tadcaster Branch of the R.A.F. Association are in attendance with their publicity caravan. A warm welcome is extended to all past and present serving members of the R.A.F. and Fleet Air Arm.

A popular attraction organised by the branch is the balloon race. Cash prizes are awarded to the owners of balloons which, released in free flight, travel the greatest distance. "Tethered" balloons are available for children.

Branch officials in attendance at the caravan site will answer queries on the functions of the R.A.F. Association and questions on welfare and other points will be readily dealt with.



## Fouga Magister

Pilots of the Royal Belgian Air Force have, at past displays, put on some excellent performances in their Fouga Magister jet aircraft. We welcome them again today and know that the Magister, with its unusual V-tail, will provide many thrills.

## Tipsy Nipper

Smallest aircraft in today's show is the Tipsy Nipper, manufactured by Nipper Aircraft Limited, East Midlands Airport, Castle Donington. The Nipper Mk.III is the latest version of this world-famous light aircraft. It retains the same superlative design features that have won it the highest regard for performance, handling and economy and endeared it to owners and others who have flown it all over the world. Only the power unit is changed, improving both the performance and reliability. Fuel consumption is three gallons per hour at cruising revs.

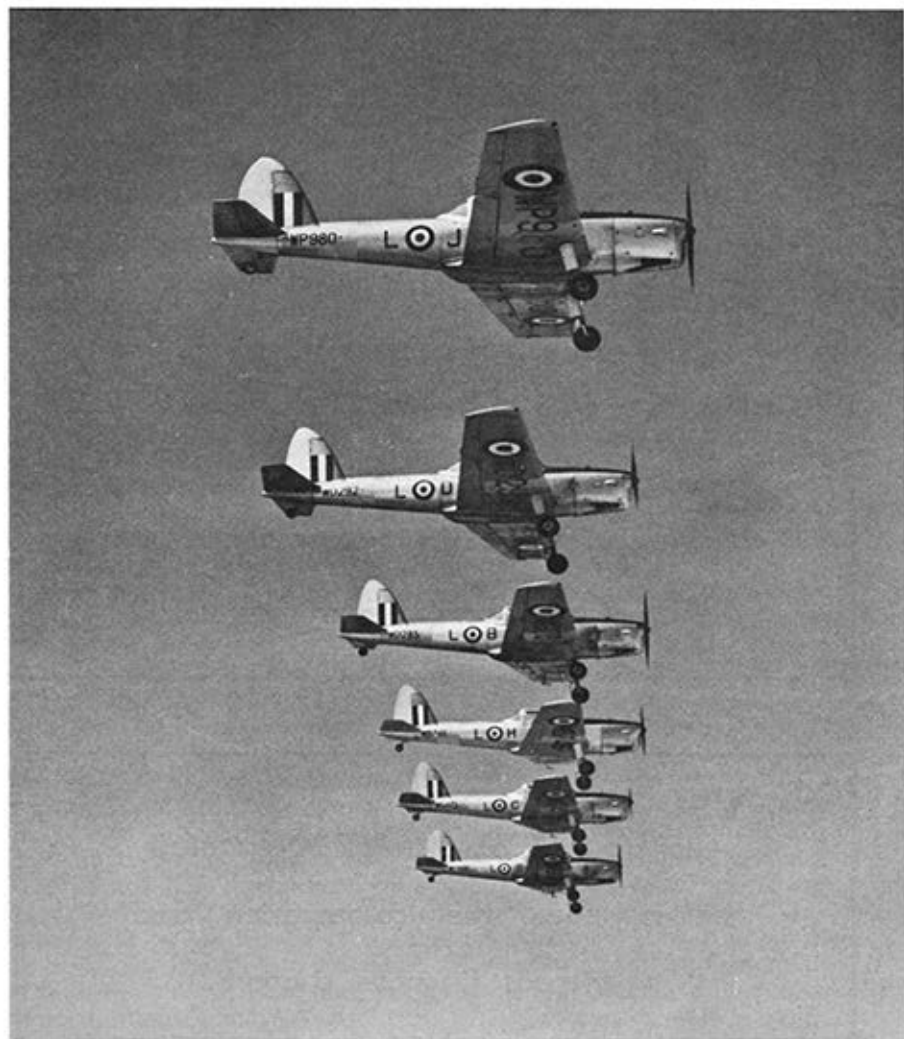
Kits for home construction will be available shortly, complete with drawings and detailed instructions in a variety of forms to suit individual requirements. The Nipper brings flying within reach of many; the aircraft is available for £1,500. Hire-purchase facilities are readily available for new aircraft and kits can also be obtained by this method.

### LOST CHILDREN

The Lost Children's Tent is situated alongside the West Riding Police Headquarters, near Gate No. 2 on the South side of the airfield and is clearly marked.

Those looking for lost children are asked to go to the Lost Children's Tent without delay.

A detachment of the British Red Cross Society are kindly manning the tent. It should be noted that during the flying programme it is regretted that messages regarding Lost Children cannot be given over the public address system.



## de Havilland Chipmunk

The Chipmunk is a two-seat elementary training monoplane designed by the Canadian branch of de Havillands in 1946 to supersede the well-known Tiger Moth. It is an all-metal aircraft with a 145-h.p. engine and a service ceiling of 16,000ft.

Introduced into the R.A.F. in 1950, the Chipmunk is used for initial instruction before pupils go on to Jet Provosts, and is also flown by the University Air Squadrons and Air Experience Flights.

Technical data: Span, 34ft. 4in.; length, 25ft. 8in.; height 7ft. 1in.

**The Best Beers in  
Britain come from  
CHARRINGTON**

famous for

**CARLING · JUBILEE · PIPER · ROYAL TOBY**

plus the

**Hammonds range of Draught and Bottled Beers**

"CHARRINGTON YORKSHIRE BREWERIES LTD."

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

of

**ALLDAY LTD**

Printers

**Birmingham and London**

# Ecclesfield Model Aero Club

Ecclesfield Model Aero Club have divided their display into four sections: Trainer Flying, Stunt Flying, Combat Flying and Radio Control. The Trainer Flying will be done by the junior members of the club. The aircraft used will be one of the kit construction type and one scratch-built. The kit-constructed model is known as the "CHAMP." This model has a wingspan of 20in. and is powered by a 1c.c. E.D. Bee engine. It is controlled by the use of two lines 30ft. in length which, in turn, control the elevator movement. The scratch-built model is controlled by the same method and has a wingspan of 24in. and is powered by a 1c.c. engine.

The Stunt Flying will be done by more experienced members of the club. The aircraft used will be a 28in. wingspan "KETCHUP." This model is powered by a 1.5c.c. Oliver Tiger engine. It was built by Mr. R. Parish from a plan, in four hours, and is capable of many stunts such as wingovers, figures of eight etc. Three aircraft will be used for this purpose throughout the display, two of them will also be used for combat flying.

Combat Flying consists of two flyers being in the same circle at the same time. Each has a streamer about 18in. in length trailing from his aircraft. The object is to cut your opponent's streamer with the "prop" of your aircraft. The first to do so is the winner.

The aircraft used in Combat Flying is an old favourite of some club members: The SCORCHER. This aircraft is powered by a P.A.W. 2.5c.c. diesel engine and is capable of a high speed. It is controlled by twin 50ft. steel lines which are connected to the elevator via the bell-crank in the normal way.

The highlight of the display should be provided by the Radio Control models. There are three in all. The oldest of these is a kit-built Junior Sixty. This aircraft has a wingspan of 5ft. and is powered by a 2.5c.c. E.D. Racer engine. This model is a veteran of many air displays and was the first R/C model built by any of the club's members. It was a joint effort by Mr. M. Oxley and Mr. R. Parish. The second R/C model is one built by Mr. M. Oxley and has a wingspan of 20in. It is powered by a Golden Bee glow plug engine. The radio control equipment used in both the aircraft mentioned comprises a MacGreggor single channel radio transmitter and receiver.

The third R/C model was built by Mr. R. Parish and Mr. M. Newsam. This model has a wingspan of 48in. and is known as the TYRO. It is powered by a 1.5c.c. Oliver Tiger engine. The R/C equipment used in this model is R.E.P. single channel, but by fitting what is known as a "compound escapement" into the aircraft itself, it is possible to operate not only the rudder, which is normally the case with single channel, but also the elevator, aileron and engine.

---

## WATCH OUT!

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. Some of the aircraft in the Static Display are taking part in the flying programme this afternoon.



DRINK and enjoy

# 'TADDY ALES'

BREWED BY  
SAML. SMITH

Old Brewery  
(Tadcaster) Ltd.

TADCASTER, YORKSHIRE



ESTABLISHED 1758

## NAAFI

as modern-minded as the men it serves

*To meet the needs of today's Forces*

*Naafi operates:*

well equipped clubs in garrisons at home and overseas  self-service grocery shops and supermarkets for Service families  a comprehensive sports goods service  a printing service  a catering service for anniversary dinners and sports days  instalment credit on particularly favourable terms  a hire purchase service for new and used cars  petrol stations  bakeries  sausage factories  a tea blending and packing plant  a coffee factory  one of the largest wine cellars in the country



NAAFI... HM FORCES' OFFICIAL TRADING ORGANISATION



## Hawker Siddeley Dominie

The Dominie is a military training version of the HS.125 twin-jet executive aircraft, the first of which flew in 1962, and is used by the R.A.F. 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.

In addition to meeting this primary requirement the Dominie is also used at the R.A.F. College of Air Warfare, Manby, Lincs., by navigation specialists for evaluating or practising new or unusual navigation techniques and for training navigation instructors.

It is an all-metal low-wing monoplane, the fuselage being built in three main sections: the nose section, which is unpressurised, and contains cloud-warning radar; a pressurised section including the pilot's cockpit and rear crew compartment; and a rear section, unpressurised, including the engine pods, fillets, tail-unit and rear equipment bay.

The wing is a one-piece assembly consisting of the basic wings, centre-section, leading edges, ailerons, flaps and air-brakes. The wing structure is sealed with synthetic rubber to form an integral fuel tank.

Technical data: Span, 47ft. 0in.; length, 47ft. 5in.; height, 16ft. 6in.; weight, maximum take-off, 20,500lb. Performance—High-speed cruise, 482 m.p.h. at 30,000ft.; long cruise, 423 m.p.h. at 38,000ft.; climb to 30,000ft., 19min.; climb to 38,000ft., 34min.; ceiling 40,000ft.; maximum range, 1,383 miles.



*Cadets of the West Riding Wing Air Training Corps were inspected by the Lord Mayor of Leeds, Alderman J. S. Walsh, during the Annual Wing Review held at R.A.F. Church Fenton on 25th September, 1966. (Photograph by courtesy of The Yorkshire Post)*

## The Air Training Corps

Today, cadets of the West Riding Wing Air Training Corps are busy manning gates and car parks, selling programmes as their small contribution to make the SSAFA Air Pageant a great success.

The Air Training Corps is a voluntary youth movement and its objects are to encourage a practical interest in aviation, provide training which will be useful either in the Air Services or in civil life, foster a spirit of adventure, promote sports and pastimes in healthy rivalry, and to develop the qualities of mind and body which go to the making of a leader and good citizen.

Cadets receive training in numerous subjects including navigation, signals, engines, meteorology, airmanship, foot and arms drill etc. All cadets are given the opportunity to fly in powered aircraft and may qualify on gliders to proficiency and soaring standard if they have the necessary aptitude.

Cadets with outstanding service may be selected for overseas flights or for a visit to the U.S.A., Canada or certain European countries under the International Air Cadet Exchange Scheme. Each year squadrons attend summer camp at many R.A.F. stations and some cadets are selected to attend camp in Germany.

Squadrons of the Air Training Corps 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, Halifax, Huddersfield, Ilkley, Keighley, Holmfirth, Mytholmroyd, Shipley and Pudsey.

Youths between the ages of 13½ and 17¾ who wish to enrol may do so at any A.T.C. Squadron in the areas mentioned. Alternatively, they may contact Wing Headquarters at Nunroyd House, Yeadon, Leeds, when advice on the squadron nearest to their homes can be given.



## British Midland Airways

The Viscount aircraft in service with British Midland Airways are Series 831 aircraft capable of carrying 78 passengers at 350 m.p.h. They are fully-pressurised and have storm-warning radar for over-the-weather flying.

They are capable of operating direct between the U.K. and popular Mediterranean holiday destinations non-stop, with a flying time of between three and three-and-a-half hours.

Viscount aircraft of B.M.A. operate the company's daily service linking the Leeds/Bradford Airport with the East Midlands and Glasgow airports.

## Northern Aircraft Preservation Society

The society was formed by a small group of enthusiasts in 1961 to restore an Avro Avian to its original condition. Good progress has been made with this task.

The society has expanded both its membership and its collection and now has about 100 members and 10 aircraft. Amongst the aircraft in its collection is a Flying Flea, from Rishworth, Yorks., now on display at Capesthorpe Hall, Cheshire, and a B.A. Swallow, also of Yorkshire origin. The organisation is run on a voluntary basis and new members are always welcome.

Further information can be obtained from the society secretary, Mr. M. Goosey, 5, Belgrave Crescent, Woodsmoor, Stockport, Cheshire.



## A.W. 660 Argosy

Powered by four 2,680-e.s.h.p. Rolls-Royce Dart 101 turboprops, the A.W. 660 Argosy C.Mk.1 is a military version of the A.W.650 civil transport aircraft and differs from it in having "clamshell" rear doors to facilitate the rapid loading and unloading of bulky military equipment.

The first production Argosy C.Mk.1 flew on March 4, 1961, and the first delivery to the Operational Conversion Unit at Benson was made on November 18, 1961.

As a freighter the Argosy can carry a maximum load of 29,000lb. in its 3,680-cu.ft. hold, the usable length of which is 46ft. 10in. The maximum cross sections are 8ft. 6in. high by 8ft. 8in. wide, allowing all but the very largest trucks to be transported. The floor has been considerably strengthened, and ramps, which are stowed within the aircraft, can be used for the ground-loading of vehicles.

As a troop transport there is provision for 69 fully-equipped men. For para-trooping duties 54 men can be carried, and in the casualty-evacuation role it is possible to accommodate 48 stretchers, four attendants and two air quartermasters.

Technical data: Span, 115ft.; length, 86ft. 9in.; height, 27ft.; weights: basic equipped weight, 58,000lb.; maximum landing weight, 92,000lb.; gross loaded weight, 97,000lb.; maximum permissible overload weight, 105,000lb.; Performance—Operating speed, 265 m.p.h.; range, 314 miles with 29,000lb. payload, or 1,100 miles with 20,000lb. payload; ferrying range, 3,450 miles; operating ceiling, 20,000ft.; take-off to 50ft., 3,650ft.

# AN ADVANCE ANNOUNCEMENT

## CHRISTMAS CARDS

SSAFA Christmas cards will again be on sale this year.

There are four completely new exclusive designs, published by SSAFA and sold in aid of the funds of the Soldiers', Sailors' and Airmen's Families Association.

The cards are superbly produced in full colour at 4d, 6d, 9d and 1/-.

A leaflet, illustrated in full colour and giving all the details of the cards and prices, together with an order form, will be sent to you without obligation.

Simply fill in the form below, and post it in an unsealed envelope bearing a 3d stamp. Do please send for your leaflet early.

SSAFA is a nation-wide voluntary organisation whose object is to help the families of Service and Ex-Servicemen in times of distress.

Will you please help by buying SSAFA Christmas cards this year?  
Thank you.

**To: Soldiers', Sailors' and Airmen's Families Association,  
Christmas Card Department,  
27, Queen Anne's Gate, London S.W.1.**

Please send the illustrated leaflet of SSAFA 1967 Christmas Cards with order form.

Name (Mr., Mrs., Miss) .....

Address .....

.....  
(Block letters please.)

Post this form for full colour illustrated leaflet.





# every aspect of aviation

Sport and executive flying—gliding—civil and military aircraft — airlines — space . . . . .  
FLIGHT INTERNATIONAL is Britain's only weekly journal covering the entire field. Read it for technical descriptions, first-hand reports, cutaway drawings, superb photographs, the finest world-wide picture of aviation progress.

**FLIGHT**  
International

THE COMPLETE AVIATION  
JOURNAL : THURSDAY 2s.