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AIR PAGEANT

CHURCH FENTON · 26 May 1969

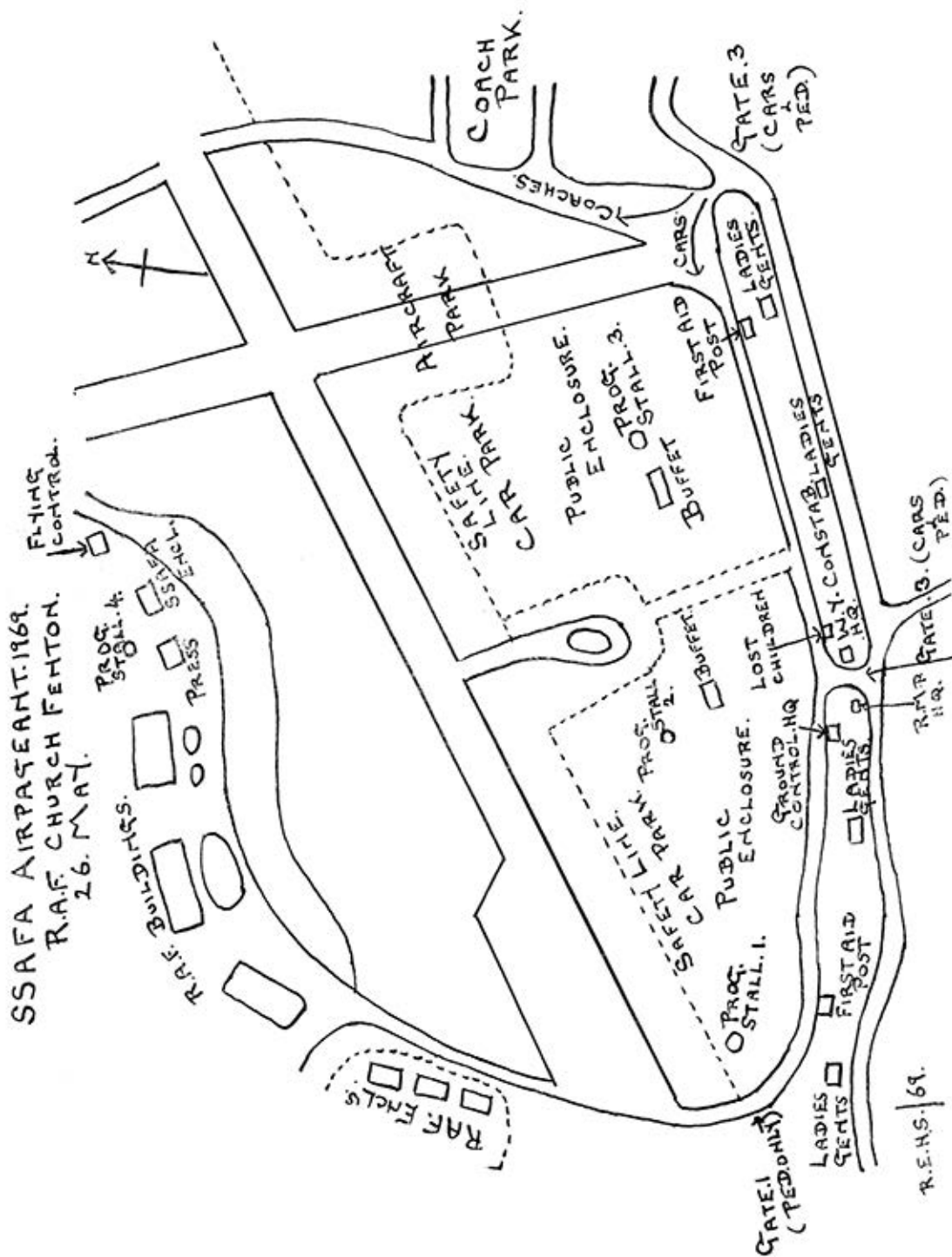
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There is an excellent booklet about life in the R.A.F. If you would like a copy, please write, giving your date of birth and present and expected educational qualifications. The address is Group Captain M. A. D'Arcy, R.A.F., Adastral House (513KK1), London, WC1.

The Royal Air Force





The Red Devils – (‘Les Diables Rouges’)

This annual display has established a wide reputation for the excellence of its foreign participation and today's visit by The Red Devils of the Belgium Air Force is directly attributable to some flying tales that went on in the Mess at Church Fenton after last year's magnificent "challenge match" between the Red Arrows and La Patrouille de France.

A Belgian solo aerobatic pilot who had taken part was leg-pulling the R.A.F. and French Air Force pilots with tales of his own squadron's aerobatics. "Well, there's one way to prove how good they are," said commentator Allen Rowley, "bring 'em here next year and let's judge for ourselves."

And so today we welcome Belgium's Red Devils, a team first formed in 1933 with Fiat aircraft. Later it used Gloster Gladiators, Meteors, Hunters and now Fougas.

The man who commanded the world famed U.S. "Skyblazers" aerobatic team once said The Red Devils were "the best team in Europe." And the man whose pride in his squadron led to that challenge being thrown out in the Mess last year—Captain Fagnoul, a brilliant solo aerobatic flier—is with them today. We welcome them to Church Fenton.

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Here are details of some of the aircraft taking part in today's display . . .



AVRO LANCASTER. Based at R.A.F. Waddington, Lincs., the Lancaster appearing today (PA 474) was actually built by Vickers Armstrong, at Chester, and not by A. V. Roe who designed the aircraft. A late model, it was used immediately after World War Two on a photographic survey of Africa. Two years ago it was transferred to R.A.F. Waddington and given the wartime code KM-B, of No. 44 Squadron, and restored as faithfully as possible to look like the original Lancaster KM-B that was broken up in 1947.

BEAVER. Originally designed to meet a requirement for a rugged utility aircraft suitable for operation in the Northern areas of Canada, the Canadian-built Beaver has been sold in large numbers in various parts of the world. The Beaver in today's display comes from No. 15 Flight A.A.C., stationed at R.A.F. Topcliffe. Powered by a Pratt and Whitney 450 h.p. engine, the aircraft has a maximum speed of 153 m.p.h. It spans 48ft., is 30ft. 3ins. long and 10ft. 7ins. high. It has a remarkable short take off and landing performance.



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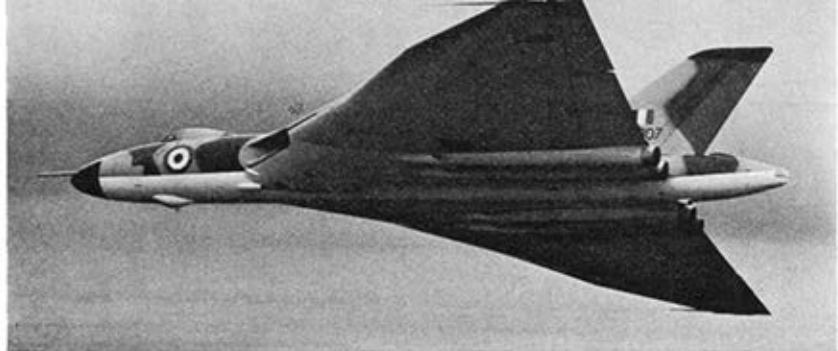
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AVRO VULCAN. This was the world's first large bomber of delta-wing configuration. Strike Command squadrons are equipped with the Mk. 2 version, some of which have the capability of carrying the British Blue Steel air-to-surface missile, while the remainder carry 'free fall' bombs. The prototype Vulcan first flew on August 30, 1952. The Vulcan B Mk. 1 was ordered for R.A.F. Bomber Command in February, 1955, and went into squadron service with No. 83 Squadron at Waddington in July, 1957. The B Mk. 2 is a developed version of the earlier aircraft with more powerful Olympus engines, increased span and an extended and bulged tail-cone to house electronic equipment. It entered service with No. 83 Squadron in 1960. In June, 1961, a Vulcan of No. 617 Squadron ("The Dambusters") flew non-stop from Scampton, Lincolnshire, to Sydney, Australia, in 20 hrs. 3 mins., at an average speed of 573 m.p.h. The Vulcan B Mk. 2 spans 111ft.; is 99ft. 11ins. long and 27ft. 1in. high. It can fly above 50,000ft. very close to the speed of sound.

BUCCANEER Mk. II. Built by Hawker Siddeley at Brough, East Yorkshire, the Buccaneer is a carrier-borne aircraft which was specially designed to identify and attack a wide variety of targets. Powered by two Rolls Royce Spey by-pass jet engines, it has an effective operational radius of action of up to 1,000 miles. By means of in-flight refuelling its range and endurance can be increased as required. An important feature of the aircraft is its rugged construction which permits its low-level operation at near sonic speed. This enables the Buccaneer to reach its target by approaching below the enemy radar until a very late stage in the attack penetration. The Buccaneer is the first operational aircraft to carry advanced computers which enable it to deliver its weapons blind in all weather conditions. The prototype Buccaneer first flew in April, 1958, and the Mark I came into service powered by Bristol Siddeley Gyron Junior turbo-jets. Although it proved to be a successful aircraft, the Spey engines of the Mark II provide additional thrust for take-off and landing from carriers and, more important still, for the low-level dash to the target.



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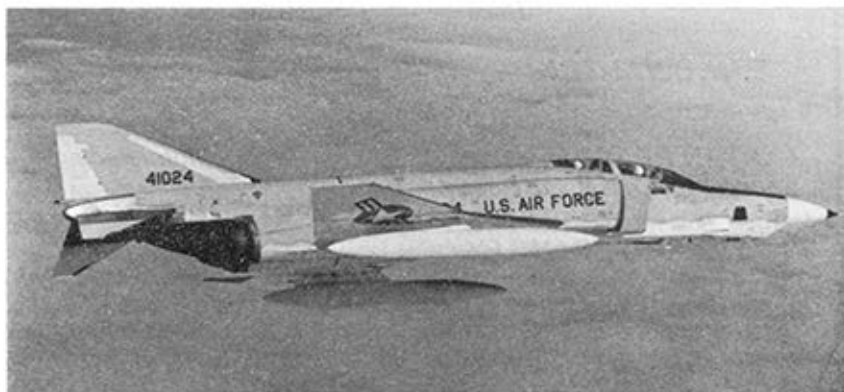
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BEAGLE PUP-150. This machine represents a completely new concept in light aircraft design. The elegant exterior is matched only by a degree of cabin refinement not previously available in aircraft in this category. An excellent aircraft for both flying training and touring, the Pup-150 is cleared for all normal aerobatics and unlimited spinning. It has been taxied and flown with ease in winds gusting up to 45 knots. The rugged tricycle undercarriage gives above average ground handling and rough airfield surfaces present no problems.



RF-4C PHANTOM II The McDonnell Aircraft Corporation RF-4C Phantom can carry twice the bomb load of a World War II B-17 Flying Fortress. The RF-4C, used for reconnaissance, is now in service with the 10th Tactical Reconnaissance Wing U.S.A.F. at Alconbury. It is a two seat aircraft powered by two General Electric J-79-8s turbojets with afterburners. With a maximum fuel load, the RF-4C can fly more than 2,000 miles and is capable of zooming to 100,000-ft. altitudes. Originally a Navy aircraft, the F-4C was modified to meet Air Force standards. The RF-4C spans 38.4 feet and stands more than 16 feet high. Maximum gross takeoff weight is 58,000 pounds.



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:

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Soccer and Cricket

DAVID SAUNDERS

Cycling

DAVID MILLER

Amateur Soccer

ALAN SMITH

Equestrianism

The Daily Telegraph

THE PAPER YOU CAN TRUST

SUPERMARINE SPITFIRE. Originally conceived by Reginald J. Mitchell, the Spitfire gained immortality in World War Two. The prototype (K5054) first flew on March 5, 1936, and when the last production machine was delivered in October, 1947, the total number of Spitfires of all types built for the R.A.F. had reached 20,334 machines. From the 990 h.p. Merlin "C" of the original prototype, the aircraft had been developed through to the Mk. 21 which had a 2,050 h.p. Rolls-Royce Griffon 61 twelve cylinder Vee engine. This latter aircraft had a maximum speed of 454 m.p.h. at 26,000ft. and a service ceiling of 43,500ft.



F-100D SUPER SABRE. Built by North American Aviation, the F-100 was the first operational supersonic fighter to be developed for the U.S.A.F. The "D" model of the F-100 is now in service with three squadrons of the 48th Tactical Fighter Wing, with Headquarters at Lakenheath, Suffolk. The single-seat aircraft is powered by a Pratt and Whitney J-57 turbojet with afterburner, and is fitted with probe and drogue in-flight refuelling equipment. The aircraft is equipped with an automatic pilot which is able to control the plane at supersonic speeds, leaving the pilot free to concentrate on navigation and tactics. The Super Sabre spans 38 feet, is 47 feet long and stands 16 feet high.

LOCKHEED HERCULES. A rugged all-rounder, the Hercules is based on the USAF C130E but has more powerful engines. Primarily intended for tactical operations, it can work from small, unprepared landing strips and also has the endurance necessary to mount long-range strategic lifts. It can carry 45,000-lbs. over 2,500 miles or 20,000-lbs. over 4,600 miles. Its maximum all-up weight is 175,000lbs. (more than 78 tons). The Hercules can deliver supplies with great accuracy from only 20ft. via the Ultra-Low Level Airdrop system. It spans 132ft. and is 97ft. long. Each of its four engines develops 4,910 h.p., giving it a cruising speed of 345 m.p.h.





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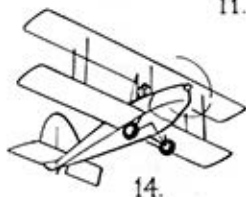
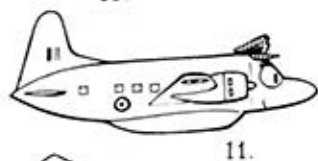
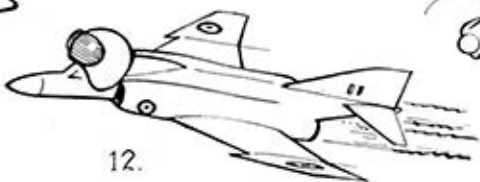
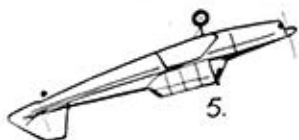
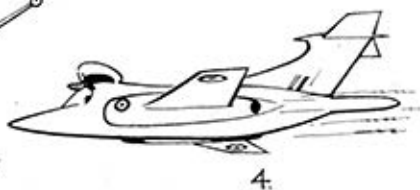
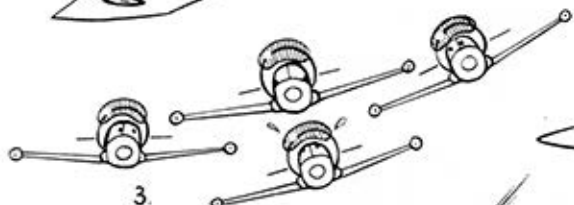
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Plane Personality Puzzle Parade

How many can you guess? (Answers at foot of page).



12. McDonnell Douglas Phantom.
13. Supermarine Spitfire.
14. Blackburn B.2.
15. Hawker Hurricane.
16. Focke Wulf Fw 190.

6. Westland Whirlwind.
7. Hawker Hunter.
8. DHC Beaver.
9. Avro Lancaster.
10. HSA Dominie.
11. Vickers Varsity.

1. HSA Vulcan.
2. Lockheed Hercules.
3. BAC Jet Provost.
4. HSA Buccaneer.
5. Zivko Edge.



WHAT **SSAFA** DOES

SSAFA is a world-wide independent voluntary organisation, whose objects are to be of use to the families of Service and ex-Service men and women; to act in confidence as their friendly advisers in their problems and difficulties, however personal and however varied; and to provide them with relief when they are in distress.

THE ORGANISATION

There are 1,500 SSAFA Branches which between them cover every acre of the United Kingdom and the Republic of Ireland as well as Service stations overseas. These Branches are manned by some 12,000 voluntary workers.

This close network of Branches at home and abroad means that SSAFA's friendly unbiased help is readily at hand wherever in the world Service families are posted; so with quick communications quick action can be started to relieve the more difficult problems of family separation which are an inescapable part of Service life. It also means that at home ex-Service families have an independent and understanding neighbour always at hand.

AT HOME

SSAFA's voluntary workers are knowledgeable about the statutory welfare agencies and Service procedures. They help Service and ex-Service families to obtain all the assistance to which they may be entitled from Government sources and they act as agents for the Service and Regimental Benevolent Funds. All SSAFA Branches are empowered to give immediate help from the Association's own resources to meet immediate need without reference to any higher committee. There is a Clothing Branch which supplies garments, footwear, layettes, and bedding to suddenly distressed families and a Children's Home at Chelmsford which provides emergency short-stay accommodation when an unexpected crisis occurs.

ABROAD

Overseas, as agents for the Ministry of Defence which bears the cost, SSAFA recruits and administers highly trained public health nurses and social welfare officers who between them provide a standard of service at least commensurate with that available in the United Kingdom. The nursing Sisters advise and sustain young wives with small children while the social welfare officers help Commanding Officers in the handling of their men's family problems and form a welfare link between the Serviceman abroad and his home.

In addition, on every station where there are Service families, there are SSAFA committees of voluntary workers who help to look after them and who can give immediate help from local funds.

THE OFFICERS' WIDOWS' BRANCH

The Officers' Widows' Branch provides rent-free flats, rent grants, and emergency help for the widows and unmarried daughters of deceased officers.

THE COUNCIL

The Council of SSAFA directs the policy and co-ordinates this widespread Association. It upholds the interests of Service and ex-Service families and with its intimate knowledge of their circumstances represents their cause to the appropriate Government Departments when there is reason to do so.

Money is urgently needed to carry on this work. Annual subscriptions under Deed of Covenant and legacies are particularly requested.

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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. Flypast: Lancaster of R.A.F. Waddington.
- Event 2. Formation aerobatics: Fouga Magisters of "Les Diabes Rouges" Belgian Air Force.
- Event 3. Flypast: Varsity of R.A.F. Stradishall.
- Event 4. Solo aerobatics: Sqn. Ldr. Neville Browning, R.A.F. (Ret'd) in a Zlin.
- Event 5. Glider Aerobatics: by R.A.F. Leeming's Cleveland Gliding Club; Chipmunk from P.F.S. R.A.F. Church Fenton.
- Event 6. Demonstration: Hercules of R.A.F. Lyneham.
- Event 7. Air/Sea Rescue demonstration: Whirlwind helicopter of R.A.F. Leconfield.
- Event 8. Demonstration: Spitfire and Hurricane of R.A.F. Coltishall.
- Event 9. Display and Parachute drop: Beaver of 15 Flight, Army Air Corps, R.A.F. Topcliffe and "The Ravens" Free-Fall Team from 4th (V) Battalion The Parachute Regiment.
- Event 10. Demonstration: Scout helicopter from 6 Flight Army Air Corps, Netheravon and a Sioux from 49 Field Regiment R.A. Larkhill.
- Event 11. Aerobatics: Hunter from R.A.F. Valley.
- Event 12. Demonstration: Chipmunk and two Cessna 150 aircraft of Yorkshire Flying Services Ltd., Leeds/Bradford Airport, Yeadon.
- Event 13. Demonstration: Vulcan of R.A.F. Waddington.
- Event 14. Display: "The Tomahawks" Central Flying School Team of R.A.F. Ternhill in three Sioux helicopters.
- Event 15. Demonstration: Piper Aztec and Cessna 172 from Northair Aviation Ltd., Leeds/Bradford Airport, Yeadon.
- Event 16. Demonstration: R.F. 4 Phantoms of the 10th Tactical Reconnaissance Wing U.S.A.F., from Alconbury.
- Event 17. Demonstration: F.100 Super Sabres of the 48th Tactical Fighter Wing U.S.A.F., from Lakenheath.
- Event 18. Display: synchronised aerobatics by two Chipmunks from R.A.F. Church Fenton also solo aerobatics by Chipmunk.
- Event 19. Demonstration: two Dominie aircraft of R.A.F. Stradishall.
- Event 20. Solo aerobatics: Beagle Pup 150 from Beagle Aircraft Ltd., Shoreham-by-Sea, Sussex.
- Event 21. Formation aerobatics: Jet Provost Team of R.A.F. Manby.
- Event 22. Display: Buccaneer of R.N.A.S. Lossiemouth.
- Event 23. Aerobatics: Meteor 8 of R.A.F. Binbrook.

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 Third Air Force (U.S.A.F.E).
The Belgian Air Force.
All participants in the flying programme and the ground displays.
The G.O.C. in C. Northern Command.
The A.O.C. No. 22 Group, Training Command 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.
The Royal Air Forces Association.
150 (Northern Command) Provost Company, Royal Military Police.
4th (Volunteer) Battalion, The Parachute Regiment.
The Yorkshire Evening Post.
Allen Rowley, Promotions and Publicity Manager, Yorkshire Post
Newspapers Ltd., Editor of this programme.
The Chief Constable and all members of the West Yorkshire Con-
stabulary.
Chief Superintendent C. M. Tunncliffe, West Yorkshire 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. G. C. Carlton, Publicity Director, Iliffe Marketing Co. Ltd.
The Sea Cadet Corps, N.E. Area, Yorkshire.
The Automobile Association.
The Royal Automobile Club.

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

FLYING PROGRAMME OFFICIALS

Flying Controller:

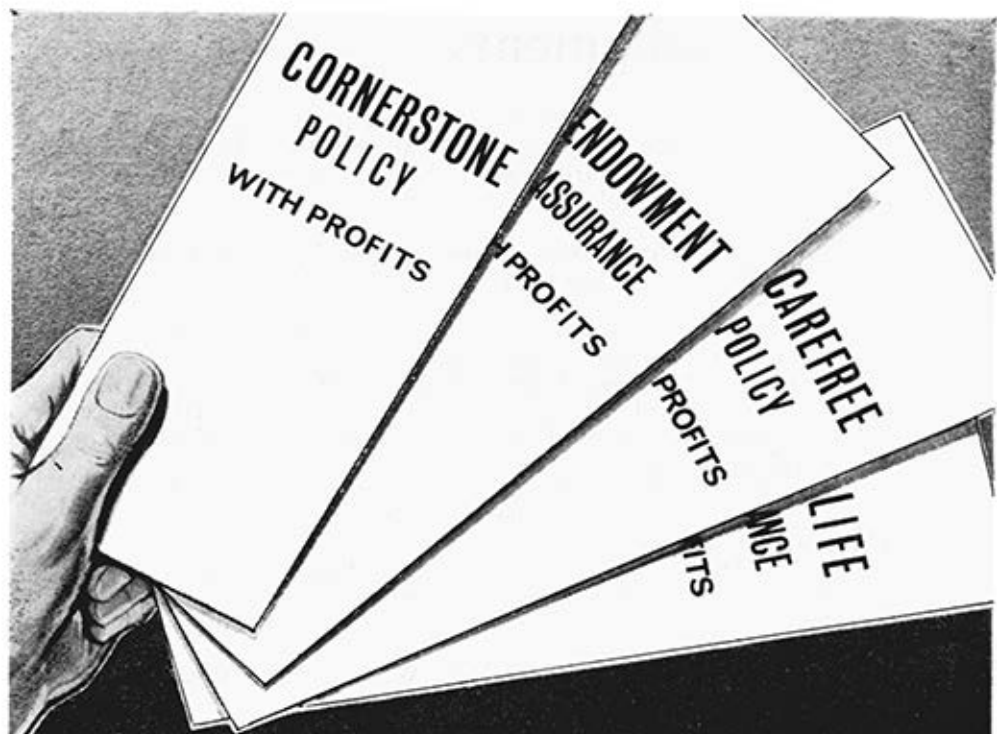
*Squadron Leader L. K. Grzybowski, A.F.C., R.A.F., Senior Air Traffic
Control Officer, R.A.F. Church Fenton.*

Assistant Flying Controller:

Flight Lieutenant J. Watt, D.S.O., D.F.C., R.A.F.

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The advertisement features a black and white illustration of a large, multi-story building with many windows. In the foreground, a large crowd of people is gathered, some looking towards the building. Three large, curved banners are draped across the scene, containing the text 'BULK BUYING means', 'BIG SAVINGS means', and 'CUT PRICES'. At the bottom, the address 'VICAR LANE' and 'LEEDS' is printed, with 'Harewood St. - Sydney St.' written in a smaller font between them.

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Volunteers for thrills!

THE RAVENS, free-fall display team of the 4th (Volunteer) Battalion, The Parachute Regiment, owes its title to the fact that the battalion's colour is black. The battalion has its headquarters at Pudsey with companies in Liverpool, Oldham, Gateshead and Teesside.

Apart from the team leader, Captain Charles Shea-Simonds, who is a regular officer and Adjutant of the battalion, all members of The Ravens are part-time Volunteer soldiers who have a variety of civilian jobs—including one who is a barrister!

The aircraft normally used by The Ravens is a DH 89 Rapide of Trent Valley Aviation, from the East Midlands Airport, Castle Donington. This photograph of The Ravens was taken in mid-air by Captain Shea-Simonds.

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AIR PAGEANT 1969



◀ Whirlwind

Sioux ▶



◀ Scout

All of a Whirl . . .

More helicopters than ever are featured in today's display. Prominent among them are the Sioux Mk. 2s of the "Tomahawks," the precision helicopter formation team of the R.A.F. The Sioux is used by the R.A.F. Central Flying School as a basic trainer for rotary wing aircraft. With a rotor blade of over 37ft. the difficulties involved with close formation flying are considerable but . . . well, just watch the Tomahawks fly and you'll see just how skilled they are.

Another Sioux comes from No. 49 Field Regiment R.A., stationed at Larkhill. The Sioux is employed by the Army on local reconnaissance and as an air observation post for artillery, among other roles.

Also from the Army comes a Scout general purpose helicopter provided by No. 6 Flight A.A.C. stationed at Netheravon. Among its roles are light liaison, including casualty collection, freight-carrying and supply dropping.

A fourth type, well-known to holidaymakers on the Yorkshire coast, is the Westland Whirlwind, which comes from "B" Flight of No. 202 Squadron, stationed at R.A.F. Leconfield.

Best wishes

. . . to all supporters of SSAFA and their families. Have a happy day out . . . and a safe journey home . . . to the comfort and convenience of

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The Macaws Aerobatic Team

This highly-skilled team comes from the Royal Air Force College of Air Warfare at Manby, Lincs. It consists of four Jet Provost Mk. 4 aircraft the pilots of which are all qualified flying instructors and members of the staff of the School of Refresher Flying.

The team leader is Flt/Lt. W. R. "Bill" Shrubsole (44), who joined the R.A.F. in 1942. He saw war service in Burma and Java, flying Thunderbolts and Hurricanes. A member of the R.A.F.'s first post-war formation aerobatic team, he has extensive experience of this type of flying.

Number Two in the team is Flt/Lt. J. D. T. Wingfield (28), who entered the R.A.F. as a cadet in 1957 and has flown Beverleys as a co-pilot and later became an Argosy captain. Number Three is Flt/Lt. R. H. "Ricky" Stalker (36), who has flown Meteors, Beverleys and Britannias. This is his first year with the Macaws. Number Four is Flt/Lt. J. H. Adams (35), who trained on Oxfords at Holme-on-Spalding Moor, Yorkshire, and later flew Meteors, Venoms and Javelins.



Yorkshire Aeroplane Club

Flying training at the Yeadon-based club is the responsibility of pilots of Yorkshire Flying Services Limited. The club has three aircraft in today's display—two Cessna 150s and a Chipmunk. The latter is fully aerobatic. The pilots are Captain Alex Webster (pictured here), Mr. Jack Speight and Flying Officer Dudley Carvell whose father, Captain Arthur Carvell, is a well-known Yorkshire aviator. The club trains about 50 pilots a year and can provide instrument, aerobatic and night flying training.

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The Flying Farmer

Believe it or not, the man flying the Zlin (pictured above) is 68! But those who have seen him in action at previous displays know that Neville Browning can throw an aircraft around as well as men 50 years his junior.

He gained his pilot's licence toward the end of World War One and has been flying ever since. He runs a farm and says the combination of flying and fresh air keeps him fit.

This is the fifth time he has flown his Czech-built Zlin at a S.S.A.F.A. display.



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A King's Cup winner

CHARLES MASEFIELD (29), is Chief Demonstration Pilot for Beagle Aircraft Limited whose Pup-150 he is flying today. He is also the company's Marketing Regional Director for the U.K. and Western Hemisphere.

In 1964 he set up a London-New York Atlantic record for biplanes, flying a 30-year-old de Havilland Dragonfly. In 1967 he won the King's Cup Air Race in a P51-D Mustang. He has 3,600 hours' flying experience on 75 different types of aircraft. In the past two years he has given over 100 aerobatic displays in the 400 m.p.h. Mustang. This year he is demonstrating the Beagle Pup in a routine of low-level aerobatics, including a new manoeuvre which he has evolved in this aircraft.



Northair Aviation

This company, and its associated Northern Air Taxis and Doncaster Aero Club, provides a comprehensive charter, flying training, maintenance and overhaul service as well as operating the main Cessna dealership in the area. Two Aztec "C" aircraft of Northair will give free flights to 15 prizewinners. The pilots will be Captain Peter Bell (pictured here) and Captain Brian Bedford. Mr. Jim Watson, C.F.I. of Doncaster Aero Club will be flying a Cessna 150.



We're flying our own kite.

This aircraft is flown by members of the Shell-Mex and B.P. Aviation Unit. They fly to places as far apart as Kirkwall in the Orkneys, to Jersey in the Channel Islands; from Ipswich to Shannon. In fact, to any airport or airfield in the British Isles; to ensure our high standard of quality control and service is maintained. Like any other aircraft, whether commercial or private, this aeroplane can never be far from Shell and BP Aviation Services. You'll find us at over seventy airfields. Which all goes to show that no matter what you fly, we can take care of you. So we feel justified in flying our own kite.

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PRIZES ! PRIZES ! PRIZES !

Today we have a bigger prize list than ever! Listen carefully for loudspeaker announcements that will tell you about prizes. If there's a sticker on this page, you have already won a prize: loudspeaker announcements will tell you what the prize is and where and when it can be collected. Please wait for the announcement.

The organisers gratefully acknowledge the generosity of companies donating the following prizes: Wallace Arnold (Tours) Limited (two seats on London day excursion); Yorkshire Flying Services Limited (two pleasure flights for two parties of three from Yeadon); Air India (cigarette lighter); Air Canada (overnight bag); Schofields (Leeds) Limited (Antler luggage); R.C.A. Records (L.P. records); Skyways Coach Air Limited (two return tickets, London-Paris); Heaps Tours Limited (day excursion for two); King Charles Sports Centre, Leeds (model kits); Yorkshire Factoring Co. Ltd. (electric flashing alarm clock); British Midland Airways (two return tickets, Yeadon-Glasgow); Ringways Garages (Leeds) Ltd. (two travel rugs); Northair Aviation Ltd. (free flight for 15 people).

Ground Displays

Among attractions in the Public Enclosure will be the Static Aircraft Park; R.A.F. Careers Information stand (with Gnat aircraft); West Riding Branch of Air Britain stand; Northern Aircraft Preservation Society stand; a display of model aircraft flying by Spensborough Aeronautical Society; the R.A.F.A. stand and Balloon Race; Battle of Britain International stand and King Charles Sports Centre stand.

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