

• ssafa international *air pageant*

CHURCH FENTON 25 MAY 1970
OFFICIAL PROGRAMME 3s.

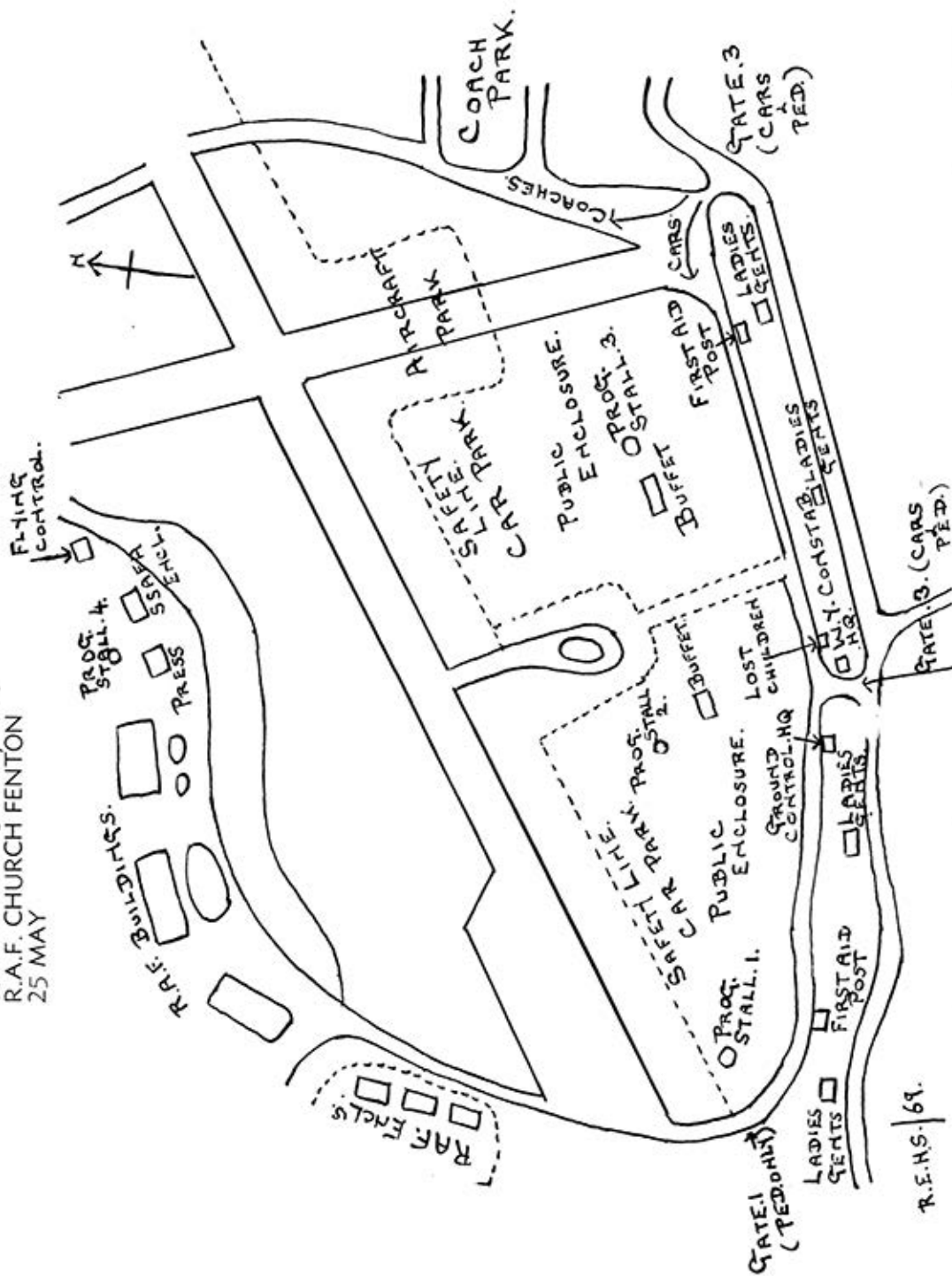


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CHURCH FENTON R.A.F. STATION

SSAFA AIR PAGEANT, 1970
R.A.F. CHURCH FENTON
25 MAY



R.E.H.S. 69.

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every success this afternoon.

An advertisement for Willis Ludlow. At the top, the name 'WILLIS LUDLOW' is written in large, bold, sans-serif capital letters. Below this, three overlapping banners curve across the frame. The first banner says 'BULK BUYING' in bold, sans-serif capital letters, with the word 'means' in a smaller, italicized script font. The second banner says 'BIG SAVINGS' in bold, sans-serif capital letters, also with 'means' in a smaller, italicized script font. The third banner says 'CUT PRICES' in large, bold, sans-serif capital letters. In the background, there is a detailed line drawing of a large, multi-story building with many windows. In the foreground, there is a dense crowd of people, some looking up at the banners. At the bottom of the advertisement, the text 'VICAR LANE' is written in large, bold, sans-serif capital letters. To the right of 'VICAR LANE', the text 'Harewood St. - Sydney St.' is written in a smaller, italicized script font, and 'LEEDS' is written in bold, sans-serif capital letters below it.

WILLIS LUDLOW

BULK BUYING means

BIG SAVINGS means

CUT PRICES

VICAR LANE Harewood St. - Sydney St.
LEEDS

The Red Arrows — A Display Year

1970 marks the sixth successive season for the Royal Air Force Aerobatic Team, The Red Arrows. These seasons represent nearly 500 displays given throughout Europe and the Middle East to both live and T.V. audiences of many millions.

The story of The Red Arrows display year begins during July when the selection of new team pilots for the following year takes place. Every year, about three pilots are posted from the team which gives a tour with The Red Arrows of about three years; as there are always several volunteers for each vacant post, selection is something of a problem.

The new team pilots arrive at R.A.F. Kemble during early autumn, just as the display season is coming to an end. Initially these pilots are re-familiarized with the Gnat aircraft, and also carry out some initial formation flying practice.

The complete team, both pilots and groundcrew, reassembles during early January at which time training for the new display season really gets into gear. The team fly up to four sorties every day when training, initially with small formations of aircraft, but gradually building up to the full nine-aircraft team.

Each practice is evaluated by the team manager from the ground and all flying is also filmed by the team's ciné cameraman. It is through this process of constant practice and discussion that the new team display gradually takes shape during the following months.

Detailed planning for the first display begins about six weeks before the event. At this time details of the team's logistic requirements are sent to the display organiser, along with press and publicity material. The team manager and adjutant maintain close contact with the organiser over the following weeks solving the many minor problems that tend to crop up.

The team normally aim to depart for a display 24 hours in advance, although this is not always possible with tight display schedules. The Red Arrows take 10 Gnats to every show, the spare aircraft being flown by the manager. The engineering officer plus nine ground crew fly in the back seats of the Gnats during transit flights so that servicing of the aircraft can begin before the support aircraft arrives.

On average, the team will fly four displays every week, departing from base on Thursday, returning Monday morning. This hectic pace continues throughout the season.

Your future: No fixed plans yet?



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If you, as a spectator, watch a real professional at work—whether he is icing a cake, flying an aircraft or doing anything else—you cannot help but be impressed by the way he does it: it all seems so effortless; so easy.

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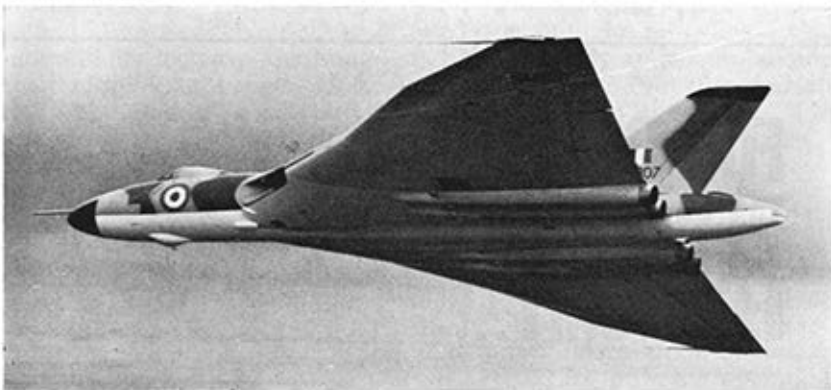
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Pageant 1970

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The world's favourite spark plug

The aircraft taking part in today's display . . .

On the pages five to seven you have seen pictures of some of the aircraft types in today's display. Now here are details of some of them :

BEAGLE B.206. This British-built five-eight seat light transport is powered by two Rolls-Royce Continental six-cylinder engines driving three-bladed propellers. Features include the large windows which provide exceptional visibility for passengers and crew. Aircraft of this type are in service with the Royal Flying Doctor Service of New South Wales. The B.206 in today's display is operated by Northair Aviation Limited, Leeds-Bradford Airport. It has a top speed of 250 m.p.h. and a range of 1,600 miles. This is the aircraft in which 15 teenage girls will be given free flights at the conclusion of today's display.

BELFAST. The 100-ton turboprop Short Belfast freighter, flown by No. 53 Squadron, Air Support Command, is the biggest bulk carrier in R.A.F. service. Its main freight hold is 63ft. long (with a further 21ft. extending over the loading ramp), 12ft. wide and 12ft. high over most of its length. The capacity is almost twice that of the Hercules and three times that of the old Beverley. The Belfast can carry a wide range of military equipment. Examples include: 2 Wessex, 3 Whirlwind or 4 Scout helicopters; 8 Land Rovers and trailers; 3 Saracen armoured cars; 5 Ferret scout cars and 42 men; 6 Bloodhound missiles; 2 Jet Provost aircraft. As a troop carrier it can be fitted with 150 seats. The Belfast is fitted for in-flight refuelling—which substantially increases the range—and also for fully automatic landings. Span 158ft. 9in.; Length 136ft. 9in.; Height 47ft.; Propeller diameter 16ft. The Belfast is powered by four 5,730 eshp Rolls-Royce Tyne turboprops and cruises at 315 m.p.h. Maximum all-up weight is 225,000lb.

HERCULES. Built in America, the Lockheed Hercules C.Mk 1 is flown by four squadrons of No. 38 Group, R.A.F. Air Support Command, and one squadron of the Far East Air Force. A versatile and rugged aircraft, primarily intended for tactical operations, it can work from short, unprepared airstrips, but also possesses the endurance to mount long-range strategic lifts if required. As a troop-carrier, the Hercules can carry 92 fully-armed men, while for airborne operations, 62 paratroops can be despatched in two simultaneous "sticks" through the fuselage side doors. Alternatively, 40 paratroops can jump from the rear loading ramp. As an air ambulance the Hercules can accommodate 74 stretchers. Powered by four 4,910 eshp Allison turboprops it cruises at 345 m.p.h. Span 132ft. 7in.; Length 97ft. 9in.; Height at tail 38ft. 3in.

LANCASTER. A late model "Lanc," the aircraft appearing today was built by Vickers Armstrong, at Chester, and not by A. V. Roe, of Manchester, who designed the aircraft. This particular aircraft was used immediately after World War Two on a photographic survey of Africa. Three 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 the likeness of Lancaster KM-B that was broken up in 1947.



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BUCCANEER. The usual home of Buccaneer Mk. II strike aircraft is aboard the Royal Navy aircraft carriers H.M.S. Ark Royal, Eagle and Hermes but, when ashore, the base for these aircraft is the R.N.A.S. Lossiemouth, Scotland, where all air and ground crews associated with the aircraft are trained. Built by Hawker Siddeley, at Brough, near Hull, the two-seat Buccaneer is built to fly fast and low — as our remarkable picture illustrates — to avoid detection by enemy radar. It carries advanced electronic equipment to ensure precise navigation and accurate weapon delivery. It can carry nuclear or conventional weapons and can be used for photo-reconnaissance. Span 42ft. 6in., Length 62ft. 5in. Engines: two Rolls-Royce Spey.

LIGHTNING. The Mach 2 Lightning all-weather fighter has been the spearhead of R.A.F. defence against the high-speed bomber since 1960 when the first marks came into operational service. Its advanced search and attack equipment enables it to operate independently or to use every facility offered by sophisticated ground-controlled air defence systems to seek out and destroy intruder aircraft of the most advanced type. Employing the great power and inherent safety of its twin Avon engines, the Lightning can make a reheated take-off, climb supersonically, and then accelerate to twice the speed of sound in 3½ minutes to intercept hundreds of miles from base. Using the proved, reliable and effective fire-control system the pilot can make a radar search of the sky ahead, lock-on to a selected target, approach under computer-generated steering guidance, and attack with missiles, rockets or gunfire. Firestreak or Red Top infra-red homing missiles, two-inch high-explosive rockets and twin 30mm Aden guns, carried in rapidly interchangeable self-contained packs, give a choice of armament in the interception role, a turn of the pilot's weapon selector switch being all that is necessary to accommodate the fire control computer to the change of weapons. Span 34ft. 10ins.; Length 55ft. 3ins.; Height 19ft. 7ins.

PHANTOM. The Phantom II was developed initially as a twin-engined, two-seat, long-range, all-weather attack fighter with the U.S. Navy. The prototype flew for the first time on May 27, 1958. It was designed for Mach 2 speeds and, in fact, achieved Mach 2.6 during its flight trials. Numerous versions have been developed and the type we shall be seeing today is in service in Britain with the U.S.A.F. A number of Phantoms are also in service with Britain's armed forces. The Royal Navy has F4Ks and the R.A.F. the F4M. A number of speed and height records have been established by this extremely powerful aircraft, including: climb to 39,360ft. in 1 min. 17.14 secs.; and climb to 98,400ft. in 6 min. 11.43 secs. Its speed record was 1,606.48 m.p.h.; Span 38ft. 5ins.; Length 58ft. 3ins.

STARFIGHTER. Designed by Lockheed, the F.104G is a single-seat multi-mission fighter. A total of 977 was constructed under agreement by three groups of European manufacturers, these aircraft being mainly distributed among the German, Belgian, Dutch and Italian air forces. The first flight of the original American prototype (XF.104) was made on February 28, 1954, only 11 months after the contract was awarded. Span 21ft. 11in. Length 54ft. 9ins.; Height 13ft. 6in.; Speed (at 36,000ft.) 1,450 m.p.h.

SUPER SABRE. The D model of the F-100 is now in service with squadrons of the 48th Tactical Fighter Wing, U.S.A.F., at Lakenheath, Suffolk. Powered by a Pratt and Whitney J-57 turbojet with afterburner, it is fitted with probe and drogue in-flight refuelling equipment. The aircraft is also fitted with an automatic pilot which is able to control the plane at supersonic speeds, leaving the pilot free to concentrate on navigation and tactics. Span 38ft., Length 47ft., Height 16ft.



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Marshal of the Royal Air Force the Viscount Trenchard

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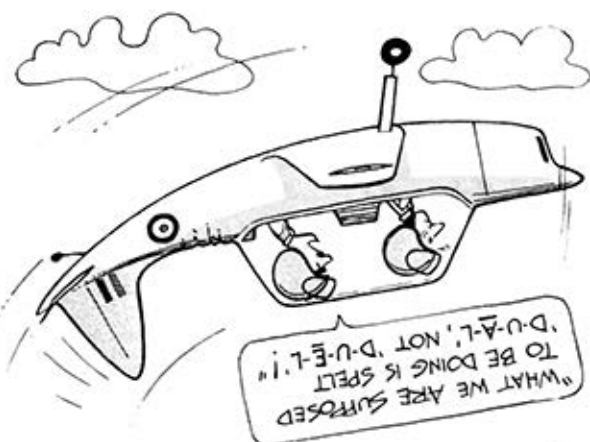
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Flying Programme

(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. Synchronised Aerobatics: F.104 Starfighters of the "Slivers", Belgian Air Force.
- Event 2. Synchronised Aerobatics: Chipmunks of the "Blue Chips", No. 2 F.T.S., R.A.F. Church Fenton.
- Event 3. Flypast: Four F.4 Phantoms of 10 Tactical Fighter Wing U.S.A.F.
- Event 4. Air/Sea Rescue Demonstration: Whirlwind helicopter of 202 Squadron, R.A.F. Leconfield.
- Event 5. Solo Aerobatics: Jet Provost of No. 1 F.T.S., R.A.F. Linton-on-Ouse.
- Event 6. Parachute drop by the "Ravens" of 4th (Vol.) Battalion, The Parachute Regiment, Pudsey, from a Beaver of 15 Aviation Flight, Army Air Corps.
- Event 7. Solo Aerobatics: Sqn. Ldr. Neville Browning (R.A.F. Ret'd.), in a Zlin.
- Event 8. Flypast: Four F.100 Super Sabres of 48 Tactical Fighter Wing, U.S.A.F.
- Event 9. Demonstration: Vulcan of 50 Squadron, R.A.F. Waddington.
- Event 10. Demonstration: Cessna 150, Cessna 172 and a Condor, of the South Yorkshire Flying Club, Doncaster.
- Event 11. Demonstration: Belfast of 53 Squadron, R.A.F. Brize Norton.
- Event 12. Demonstration: Two Beagle 206s of Northair Aviation Ltd.
- Event 13. Demonstration: Lancaster from R.A.F. Waddington.
- Event 14. Display: Beaver of 15 Aviation Flight, Army Air Corps.
- Event 15. Solo Aerobatics: F.104G Starfighter of the Royal Netherlands Air Force, from Leeuwarden, Holland.
- Event 16. Helicopter Display: Sioux of Arms Schools Flight; Alouette of 6 Aviation Flight, Army Air Corps.
- Event 17. Flypast for height judging competition: Four Chipmunks of No. 2 F.T.S., R.A.F. Church Fenton (flown by R.A.F. and R.N. Instructors).
- Event 18. Demonstration: Hercules of Air Support Command, from R.A.F. Fairford.
- Event 19. Demonstration: Spitfire from R.A.F. Coltishall.
- Event 20. Display: Tiger Moth, Stampe, Jodel Ambassadeur, Emeraude, Jodel Mousquetaire and an Auster of General Aviation Services, Jersey C.I.
- Event 21. Demonstration: Buccaneer, from R.N.A.S., Lossiemouth.
- Event 22. Display: Blackburn B.2 of Hawker Siddeley Aviation.
- Event 23. Solo Aerobatics: Lightning of No. 11 Squadron, R.A.F. Leuchars.
- Event 24. Display: Chipmunk and two Cessna 150s of Yorkshire Flying Services Ltd.
- Event 25. Demonstration: Falke SF24B, powered sailplane, by Michael Howe.
- Event 26. Sappho Demonstration: R.A.F. Church Fenton Crash and Rescue Services.
- Event 27. Formation Aerobatics: The Red Arrows of the R.A.F. in Gnats.

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.)
The Belgian Air Force.
The Royal Netherlands Air Force.
All participants in the flying programme and the ground displays.
The A.O.C.-in-C Headquarters Training Command, R.A.F.
The A.O.C. No. 22 Group, R.A.F.
Group Captain J. W. Foster, D.F.C., A.F.C., R.A.F., The Officer
Commanding Royal Air Force Church Fenton, and all Ranks.
The Royal Air Forces Association.
4th (Volunteer) Battalion, The Parachute Regiment.
The Evening Post (Leeds).
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 S. Boothroyd, West Yorkshire Constabulary,
in charge of all traffic arrangements.
The British Red Cross, West Yorkshire Branch.
The St. John Ambulance Brigade, East Midland Area, West Riding,
Yorkshire.
The Manager and Staff of the National Westminster Bank Ltd.,
Leeds, Priestley House Branch.
Mr C. G. Carlton, General Manager, I.P.C. Business Press
(Marketing) 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 organisers 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:

Pilot Officer D. M. Franks, R.A.F.

Commentator:

*Allen Rowley, Promotions and Publicity Manager,
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Self-launching sailplane

One of the more unusual aircraft in today's display will be the Schiebel S.F.25B "Falke" self-launching sailplane flown by Mr. M. F. Howe, of Beverley, East Yorkshire. The 45 b.h.p. "Stamo" conversion of a VW engine is used solely for launching the aircraft into an area of lift when the engine is shut down and the aircraft flown as a glider.

The two-seater has a very good take-off performance and can be landed in a very small field, utilising its spoilers in the fashion of a normal glider. Airborne, it falls into the semi-aerobatic category, not being stressed for negative "g" manoeuvres.

With the engine on, a cross-country cruising speed of 80 m.p.h. can be attained with a fuel consumption of just under two gallons per hour.

The "Falke" is manufactured in Germany, costs £3,600 and, it is believed, that there are only three of the type in Britain at this time. However, several others are likely to be based here soon, for gliding clubs have recognised that the aircraft is ideal for the initial training of pilots. One big advantage is that some of the frustrations caused by normal glider launching methods are removed.



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WHAT IT IS AND HOW IT WORKS



BRITAIN'S armed forces today are a small, taut, highly professional and well paid body of men with a military salary that can be compared with civilian wages.

EX-SERVICE FAMILIES

But those who were in the armed forces during the last two wars—or in “incidents” like Korea, Cyprus, and Aden in which men died—were not always so fortunate. Some of their families are having a rough time today, even in our Welfare State—or would be but for SSAFA.

Think of the distress of an elderly widow when, on the death of her life's partner, she is faced with a funeral account she cannot pay—and of those who lost a husband in the 1914-18 war and whose pensions and supplements are now swallowed up by huge gas and electricity bills, or who just cannot afford to keep their homes decent.

What happens to a young wife, perhaps with two or three children, when her husband is killed in an accident on service overseas? She has to leave her married quarter and come home—to move in with her parents or in-laws, because she has no furniture and little enough money to set up house at today's prices.

The families who get into difficulties with their mortgage repayments and run up debts when the man has had a lot of time off owing to persistent illness—or because he is in poorly paid employment—these are the people who turn to SSAFA.

THE ORGANISATION

SSAFA is a voluntary organisation whose object is to be of use to Service and ex-Service families. Today 64% of SSAFA's work is for ex-Service families, widows and orphans. SSAFA's greatest strength is that its 1,500 branches are manned by 12,000 voluntary workers who between them cover every acre of the U.K. and Ireland. So, wherever the family live, SSAFA is always close at hand.

SSAFA has access to money—its own for emergency issue without delay or reference to anyone else, and this has to be raised from the public; also the much greater resources of the regimental associations through which the Army Benevolent Fund operates, and all of which use SSAFA to report on their family cases and administer their grants. Some three-quarters of the Royal Naval Benevolent Trust's and a smaller but quite considerable percentage of the Royal Air Force Benevolent Fund's family cases are handled by SSAFA representatives.

ABROAD

When the families of today's serving men accompany them overseas, they find a health and welfare service fully comparable with that available at home under the N.H.S.—provided by SSAFA's 120 health visitors and 16 social welfare workers working with the Services, which pay the costs. And when men are posted abroad without their families, causing the separations which are in the very nature of Service life, they look to SSAFA for help, support and guidance to those left behind and, when required, to give the Serviceman overseas a dispassionate report on the circumstances at home.

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.

What the Services think of SSAFA has been summed up by Admiral Sir Michael Le Fanu, Chief of the Naval Staff and First Sea Lord, soon to take up his appointment as Chief of Defence Staff, who says: “In the Royal Navy we tend to say ‘Get a SSAFA report, get SSAFA to sort it out, get SSAFA on the ball’ and then forget all about it, secure in the knowledge that the Association is going to report, sort it out and really get on the ball.”

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Always welcome at this display, in which he has been a participant for several years, is veteran aviator S/Ldr. Neville Browning. He's been flying for over 50 years and specialises in inverted flying at high and low levels.

Aged 69, he operates his Czech-built Zlin from a farm in Essex and still does some instructing with the Herts. and Essex Aero Club at Stapleford.

He obtained his commercial pilot's licence towards the end of World War One. Its number was 1,641 and as there are now about 100,000 such licences his status as a veteran, possibly the oldest commercial pilot in the country, is almost unique.

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They'll be dropping in . . .

THE RAVENS is the title of the free-fall parachute display team of the 4th (Volunteer) Battalion, The Parachute Regiment, based at Thornbury Barracks, Pudsey, where the Evening Post recently sponsored the Northern Free Fall Parachute Contest.

Apart from the Team Commander, Captain Charles Shea-Simonds, a Regular Officer and Adjutant of the Battalion, all team members are part-time soldiers who have a variety of civilian jobs. The team includes a barrister, a joiner, a Manchester Corporation worker, a bank clerk and a student. In their spare time, however, they are professional parachute soldiers who can be called upon at the shortest possible notice in a national emergency. We believe that the Ravens' display exemplifies the enthusiasm and professional ability of the Volunteer Parachute Soldier.

During 1969 the team performed 25 displays totalling 200 descents before 100,000 recorded spectators at air shows, carnivals, agricultural shows and other functions, which included a hill climb and sheep dog trials. The team also has competition experience having won the Cameronian Cup for the highest placed TAVR team in the Army Parachute Championships both in 1968 and 1969.

The team has two British Parachute Association approved instructors—Captain Charles Shea-Simonds and Sergeant Malcolm Reed—who have made 1,000 parachute descents between them, and no one is accepted by the team until he has made 150 descents.

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The Sioux and Alouette helicopters are being presented by the Army Air Corps: the former is from the Army Schools' Flight, Netheravon; the latter from 6 Aviation Flight, also based at Netheravon.

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The Sioux is used by the Army as an air observation post for artillery and also on local reconnaissance among other roles.

Probably best-known to the public for the type is often seen off the Yorkshire coast, the Westland Whirlwind rescue helicopter is a useful workhorse, operated by "B" Flight of No. 202 Squadron, stationed at Leconfield. It is powered by a Bristol Siddeley Gnome shaft turbine.

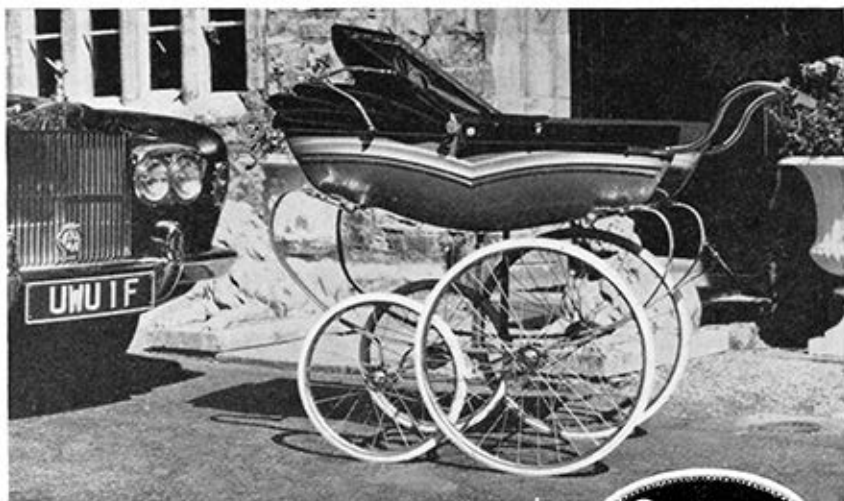
The Alouette is a French-built helicopter capable of carrying four passengers. It cruises at 90 knots and has a maximum endurance of three hours. No. 6 Aviation Flight is a V.I.P./Liaison flight.



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From Leeds-Bradford Airport

TWO organisations based at Yorkshire's main civil airport are again taking part in the flying display and their aircraft are on view in the Static Aircraft Park.

Flying training at the Yeadon-based Yorkshire Aeroplane Club is the responsibility of instructors of Yorkshire Flying Services Limited. Its pilots taking part in today's display will include Captain Arthur Carvell, a well-known Yorkshire aviator; Captain Alex Webster and Mr Jack Speight.

The club provides instrument, aerobatic and night flying training and, each year, trains about 50 pilots.

Also from Yeadon are aircraft of Northair Aviation Limited in whose Beagle B.206, fifteen teenage girls will today win free flights. An executive charter and air taxi company, Northair, along with its associated Doncaster Aero Club, also provides maintenance and overhaul facilities as well as handling aircraft sales.

General Aviation Services

General Aviation Services is an aviation sales and consultancy company at the States Airport, Jersey, Channel Islands, specialising in the sale of relatively cheap aircraft.

At the time of writing, they hoped today to be presenting about half-a-dozen aircraft which will be in the Static Aircraft Park, other than when taking part in the flying display. Some of these aircraft go on sale for as little as £500.

General Aviation Services is owned by Mr. Michael Collett and Mr. David Blackburn, both of whom did their flying training on Chipmunks at the Leeds-Bradford Airport.

When the Sherburn Aero Club re-opened, in 1964, they joined and have been active members. Most of their aircraft are, in fact, based at Sherburn.

Watch Out!

Spectators must not attempt to cross runways before, during or after the flying display as aircraft will be landing and taking off throughout the day. The safety line guarding the runway is marked by a post and rope fence and notices. On no account should spectators go beyond this AT ANY TIME.

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Ground Displays

Concentrated in the Public Enclosure are a number of interesting ground displays. The Static Aircraft Park, where aircraft can be seen close at hand, is located toward the East end of the enclosure.

SPENBOROUGH AERONAUTICAL SOCIETY will be flying control line models throughout the day, including scale, combat and aerobatic models. They also hope to build a complete aircraft during the day so that the public can see the model starting out as a bundle of wood and finishing the day in the air.

WEST RIDING BRANCH OF AIR BRITAIN will have a stand at which they will be selling aviation publications, films, model aircraft, etc. The Branch brings together people with a common interest in aviation, and meetings are held at the Yorkshire Aeroplane Club, Leeds-Bradford Airport, in the afternoon of the last Sunday of every month. Lectures and slide shows are a feature of the meetings. The Branch also publishes "Yorkshire Air News," a monthly news sheet giving details of aviation activities in Yorkshire. Further details from: The Secretary, 128, Victoria Mount, Horsforth, Leeds, LS18 4PZ.

THE NORTHERN AIRCRAFT PRESERVATION SOCIETY exists, as its title suggests, to preserve aircraft. The Society has a workshop at Woodsmoor, Stockport, and a workshop and exhibition building at Peel Green, Eccles. Meetings and work sessions are held each weekend at Stockport (membership inquiries to: Mr. O. M. Robinson, 25, Cromwell Grove, Manchester 19). Aircraft the Society has rescued and/or re-built include: Avro Avian, Pou du Ciel (Flying Flea), B.A. Swallow, Hawker-Hurricane, SaRo Skeeter and North American Harvard.

ROYAL AIR FORCE CAREERS INFORMATION OFFICE will have a number of exhibits on view, but pride of place will almost certainly go to Spitfire Mk.1a (No. K9942). This aircraft was the 156th Mk1a to be built, at Eastleigh, in 1939. The aircraft was delivered to No. 72 Squadron, here at Church Fenton, the same year and flew its first operational patrol on October 21 that year. Whilst with the squadron the aircraft flew on many convoy protection patrols and sorties to intercept the sporadic, small-scale enemy patrols mounted during that period. During its time with the squadron its most frequent pilot was Flying Officer J. B. Nicholson, who was later awarded the Victoria Cross during the Battle of Britain. In May, 1940, No. 72 Squadron moved South and in early June took part in several offensive patrols over Dunkirk. On June 5, No. K9942 landed at base with its wheels up and was written-off, having flown some 35 operational sorties. The aircraft is now held by the Air Historical Branch and is stored at No. 71 Maintenance Unit, R.A.F. Bicester.

Other organisations represented in the Ground Display Area include the Tadcaster Branch of R.A.F.A. which will be running a balloon race; Battle of Britain Prints International Limited, which will have a mobile display stand selling prints, etc; and the King Charles Sports Centre, of Leeds, who will be selling model aircraft kits, etc.



CHIPMUNK AEROBATICS

TWO qualified instructors based at Church Fenton, Flt./Lt. John Carr (left) and Flt./Lt. Ray Howell will

perform synchronised aerobatics in Chipmunk aircraft. By combining aerobatic and synchronised manoeuvres, a programme has been devised to allow the Chipmunk to be seen at its best.

Flt./Lt. Carr joined the R.A.F. in 1954 and flew Meteors on photo-recce duties. He later did a short tour as radar controller before becoming a qualified flying instructor in 1962. Married, with two children, he lives at Bishopthorpe, York.

Flt./Lt. Howell joined the R.A.F. in 1956 and flew Vulcans from Scampton and Finningley. He also flew Canberras in Germany. He qualified as an instructor last year. Married, with three children, he also lives at Bishopthorpe.

TODAY'S PRIZE LIST

As usual, there's a big prize list at today's display. 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 about the prizes and where and when they can be collected.

In a pre-display competition, the Evening Post and Aer Lingus—Irish International Airlines—gave a £100 "Flyaway" holiday for two as a prize in an Evening Post competition. The organisers gratefully acknowledge the generosity of companies donating the following prizes today:

Horne Bros. Ltd., Briggate, Leeds (vacuum flask); Lister and Higgins (Leeds), Ltd., Broadgate Trading Estate, Horsforth (Rally car seat cover); Qantas—Australia's Overseas Airline (beach bag); Northair Aviation Limited, Leeds-Bradford Airport (free flights for 15 people); Yorkshire Flying Services Limited (free flights for six people); Yorkshire Factoring Company Limited (steam iron); British Midland Airways (free return flight for one Yeadon—Glasgow); B.K.S. Air Transport Ltd. (free return flights for two Yeadon—Jersey); Australian Trade Centre, Leeds (Australian foods); Air Canada (overnight travel bags); Schofields (Leeds) Ltd. (Antler luggage); Airfix (model aircraft kits); Heaps Tours of Leeds (coach outing for two); King Charles Sports Centre, Leeds (model kits); Air India (ice bucket and tongs).



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