

Official Programme
SSAFA International

Air Display

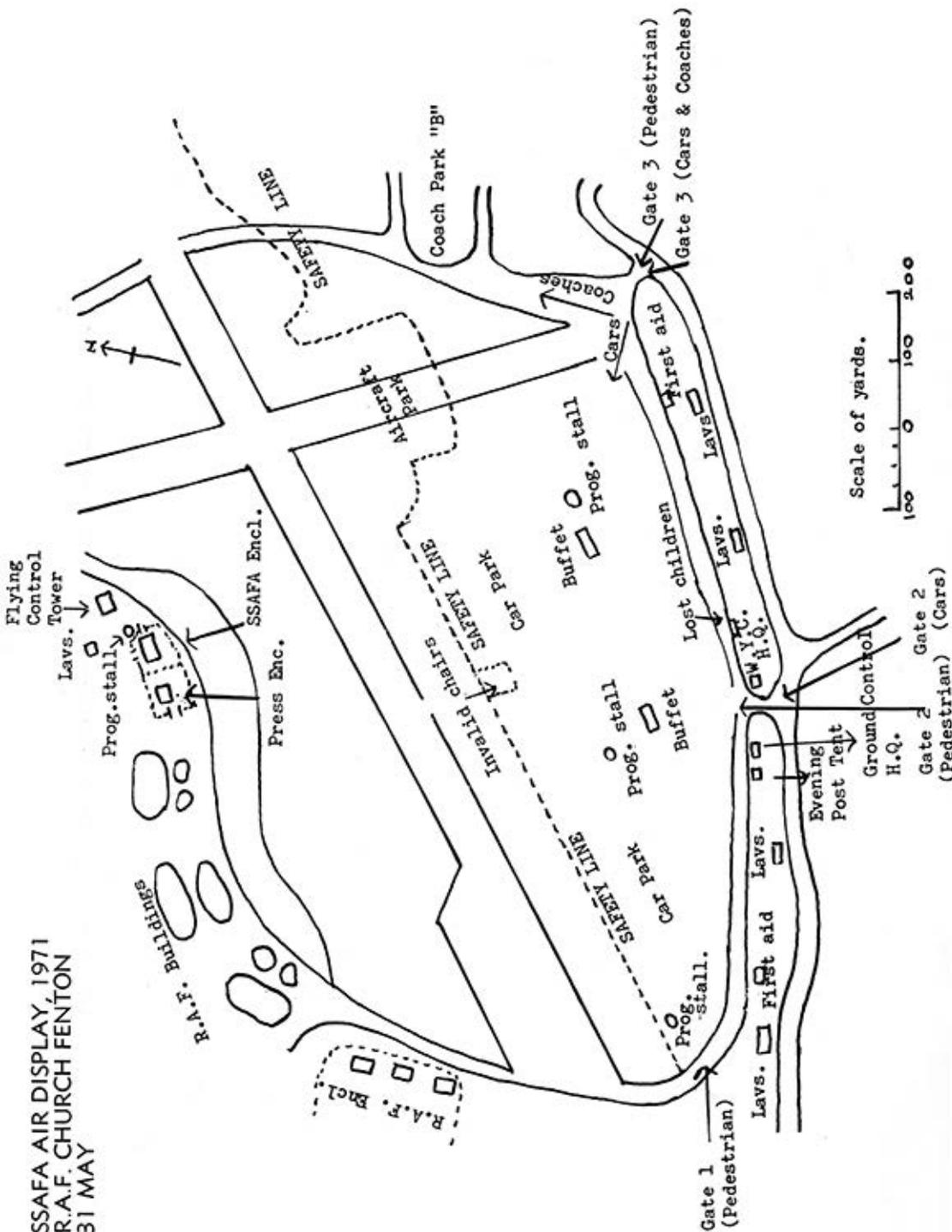
R.A.F.
Church Fenton
31st May 1971
15p



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POST**

CHURCH FENTON R.A.F. STATION

SSAFA AIR DISPLAY 1971
R.A.F. CHURCH FENTON
31 MAY



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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The advertisement features a central illustration of a large, multi-story building with many windows, likely the Willis Ludlow store. In the foreground, a dense crowd of people is depicted, suggesting a busy shopping scene. The text is arranged in a bold, graphic style with large, sans-serif fonts and thick black banners.



R.A.F. Church Fenton

Constructed before World War Two and used during that conflict to defend the East Coast and inland towns and cities of Yorkshire, R.A.F. Church Fenton was recently honoured by one of those cities when it was conferred with the Freedom of Entry to the City of Leeds.

Pictured above is the Station Commander, G/Capt. J. W. Foster, D.S.C., A.F.C., at the Freedom Ceremony in Leeds, along with the Lord Mayor of Leeds, Ald. Arthur Brown and the Town Clerk of Leeds, Mr. N. C. Haslegrave.

After the ceremony the men of Church Fenton exercised the right which the honour allows: marching through the streets with colour flying, band playing and bayonets fixed.

Their station has had an interesting history. Its first squadrons arrived in 1936 and were equipped with Gauntlet and Gladiator fighters. In 1939 came Spitfires, Blenheims and Hurricanes and during the Battle of Britain the two fighter types were involved in many actions.

Following the war, Beaufighter, Mosquito, Hornet, Hunter, Javelin and Meteor squadrons were stationed at Church Fenton and for some years the station was the home of No. 609 (West Riding) Squadron, Royal Auxiliary Air Force.

More recently it has been the home of No. 2 Flying Training School. This is divided into the Primary Flying Squadron, on which R.A.F. and foreign students receive about 30 hours' flying training prior to flying jet aircraft; and the Helicopter Specialist Pilot Squadron, where Royal Navy students receive about 75 hours' flying, prior to training on helicopters.



Pilot earning £2272 by 22

Time you had a better job? Here's one you can really get your teeth into.

Any job that pays this kind of money takes a lot of doing. If you have it in you to be an RAF aircrew officer, this is a challenge you will welcome. It will bring out the best in you.

A few years from now, you might be the pilot of a Phantom. This is one of the most highly developed fighting machines in the world, and far and away the most versatile. The RAF version is in effect three aircraft: a fighter-bomber packing a 5-ton punch; a photo-recce aircraft that can see in the dark and outwit camouflage; and a Mach 2 interceptor.

Suppose you were flying in the interceptor role. It would be your job to protect our air-space from intrusion. You—and your navigator—would be working almost

wholly by radio and radar. You would need all the power, speed and manoeuvrability that have been built in to your aircraft; but your most important asset of all would be your trained professionalism. The best aircraft in the world are only as good as the men who fly them.

A place for you with the flying team?

Selection of potential RAF officers takes three days. Expenses are paid, and there is no obligation. To apply, you must have at least 5 acceptable O-levels, including English language and maths; or equivalent. With A-levels, a University place or a Degree you are all the more welcome. Age limits, 17 to 26th birthday.

Ask at your nearest RAF Careers Information Office—address in phone book—or send this coupon.



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Please send me information about flying commissions in the RAF.

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Royal Air Force





ARGOSY



BUCCANEER



CHIPMUNK



DOMINIE



GNAT



HUNTER



LANCASTER



NIMROD



PHANTOM



SPITFIRE

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:

ARGOSY. A medium-range tactical transport powered by four Rolls-Royce Dart turboprop engines, the aircraft is built to a twin boom configuration, its "clamshell" rear doors facilitating the handling of equipment. It can carry up to 28,000lb. of freight, 69 passengers, 54 paratroops or 48 stretcher cases and is used extensively for air-dropping supplies. Span 115ft.; length 89ft. 2in.; height 27ft.

BUCCANEER. Built by Hawker Siddeley at Brough, East Yorkshire, this is a long-range, low-level strike and reconnaissance aircraft. Powered by two Rolls-Royce Speys, the Buccaneer can carry three 1,000lb bombs on the rotating weapon door in the fuselage and three 1,000lb. bombs on each of the four underwing pylons. The pylons are also suitable for carrying AS.30 or Martel missiles and rocket pods. Span 44ft.; length 63ft. 5in.; height 16ft. 3in.

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ECONOMY...**



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The world's favourite spark plug

CHIPMUNK. Designed by the Canadian de Havilland company, the Chipmunk first flew on May 22, 1946, and production was subsequently undertaken in both Canada and Great Britain. The British-built T.10 is a tandem seat primary trainer with a Gipsy Major piston engine rated at 145 h.p. It has a maximum speed of 138 m.p.h. Span 34ft. 4in.; length 25ft. 5in.; height 7ft.

DOMINIE. The Dominie T.1 advanced navigation trainer is used to train navigators for high performance aircraft. Its twin Viper turbojets are mounted at the rear and the extension of the wing root fairing accommodates the Doppler navigation system aerials. The interior is laid out for two pilots, navigation instructor, two pupils and supernumerary. Span 47ft.; length 47ft. 5in.; height 16ft. 6in.

GNAT. The Gnat T.1 is the R.A.F.'s advanced jet trainer. Instructor and pupil sit in tandem. Its Bristol-Siddeley Orpheus turbojet engine gives it a high rate of climb—40,000ft. in seven minutes. The Gnat's transonic performance and docile handling characteristics are ideal for preparing pilots for their front-line fighter service. Span 24ft.; length 31ft. 9in.; height 9ft. 7½in.

HUNTER. One of the most popular jet fighters produced—it was supplied to several foreign air forces as well as the R.A.F.—the Hunter had a variety of roles and, at one time, it was the aircraft used by the R.A.F.'s leading aerobatic teams.

LANCASTER. The aircraft flying today was, at R.A.F. Waddington, restored as near as possible to wartime Lancaster KM-B of No. 44 Squadron. The actual KM-B was broken up in 1947. A late model "Lanc", the aircraft you will see today was built at Chester by Vickers Armstrong.

NIMROD. The world's first land-based turbojet submarine hunter-killer and maritime reconnaissance aircraft. Developed from the Comet C. Mk. 4C., it is fitted with four Rolls-Royce Spey turbofans giving a higher speed and greater endurance than the Shackleton, which it began to replace in 1969. The Nimrod carries the latest electronic detection system and anti-submarine weapons including Martel. Span 114ft. 10in.; length 127ft.; height 30ft.

PHANTOM. This supersonic strike and interceptor aircraft has won 15 speed and climb world records. The R.A.F. version is powered by two Rolls-Royce Spey engines enabling it to achieve speeds of up to 1,400 m.p.h. In the strike role, the Phantom can carry more than eight tons of weapons. Span 38ft. 4in.; length 57ft. 11in.; height 16ft. 3in.

SPITFIRE. Probably the most famous fighter aircraft of all time, the Spitfire dates back to 1936. A squadron which was later based at Church Fenton—No. 19—received its first Spitfire on August 4, 1938. Another famous "Fenton" Squadron—No. 609—was also among the early units to be equipped with this type of fighter.



A beautiful new bird spreads its wings.

Trident Three: the newest shape in the sky, and the most advanced jetliner flying to Europe. Built by Hawker Siddeley, powered by Rolls Royce, it belongs to BEA.

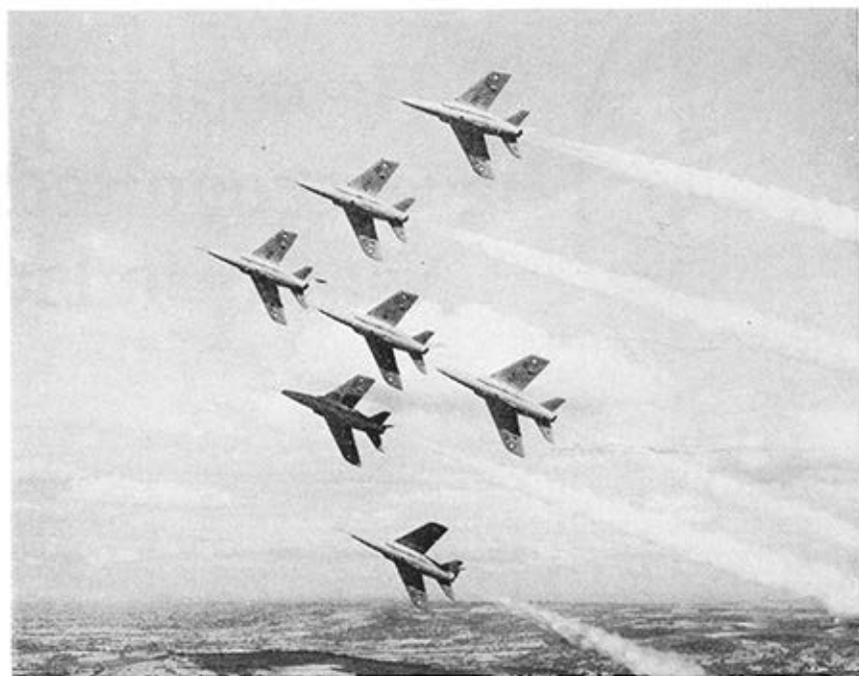
Trident Three is big sister to a supremely successful Trident fleet, providing a standard of comfort and reliability that has helped make

BEA Number One in Europe. Trident Three. Ahead in the skies. And yours when you fly BEA this summer.

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No.1 in Europe





The Red Arrows

It is with pride that we welcome to Church Fenton once again The Red Arrows, the Royal Air Force Aerobatic Team who, this season, will complete their 500th public performance.

Today marks the first general public appearance of The Red Arrows in their new team total of seven; the decision to carry on with this year's season of displays at home and overseas having been announced on May 8 by Mr. Antony Lambton, the Under Secretary for Defence.

This is the seventh successive season for The Red Arrows who have appeared before audiences totalling millions at points as far apart as Iceland and Jordan, Finland and Malta.

The season's display will be limited to team and solo aerobatic items. The famous "roulette" has gone for good but there will still be plenty of skill to be demonstrated in such formations as "Half Swan, Full Swan, Kings Cross, Twizzle, Cascade, Delta, Leader's Benefit and Big Seven Arrival.

And the arrival of the seven will be most welcome today. We wish The Red Arrows every success in their new season.



He wouldn't have recognised the Naafi of today.



Marshal of the Royal Air Force the Viscount Trenchard

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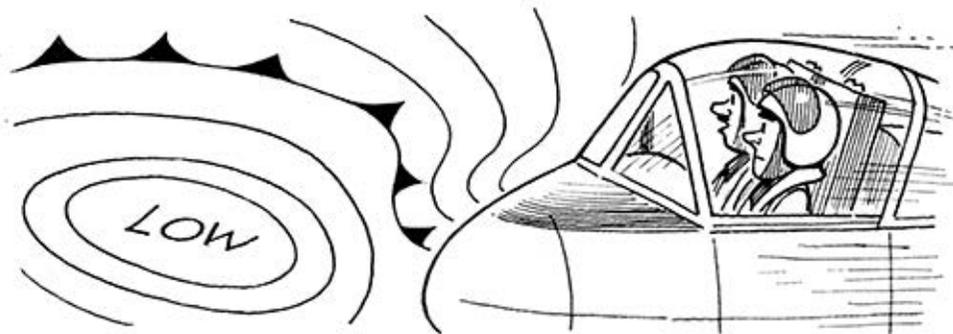
"WHAT WINE DO YOU RECOMMEND TO GO WITH THE BAKED BEANS ON TOAST?"



"IT'S WHAT WE IN THE TRADE CALL A BIRDSTRIKE."



"AT EASE, BAGSHAW - WE DON'T PULL RANK UP HERE."



"THERE'S MET'S COLD FRONT ALL RIGHT."

Wren



The Poachers

As its name suggests, The Poachers formation aerobatic team hails from the R.A.F. College at Cranwell, Lincs. The Jet Provost T.Mk.5, as flown by The Poachers, is the latest of four marks of Jet Provost to enter R.A.F. service in the basic training role. Its main advantage over the Mk.3 and Mk.4 is that it has a pressurised cockpit which increases flexibility of operation and decreases pilot fatigue, particularly at high altitude.

The Poachers were formed in 1969 and have taken part in displays in the U.K., Germany, Belgium, Holland and Norway and also performed before Her Majesty the Queen on the occasion of the 50th anniversary of the Royal Air Force College.

The Team Leader is Sqn/Ldr. J. B. Robinson, A.F.C., who is O.C. Headquarters Squadron at Cranwell. No. 2 pilot is Flt/Lieut. D. A. Z. James, who gave a solo aerobatic performance for H.M. the Queen at Cranwell. No. 3 is Flt/Lieut. I. D. MacFadyen, who used to fly Lightnings at Leconfield. No. 4 is Flt/Lieut. C. Mitchell, who joined the R.A.F. College as a cadet in 1961. No. 5 is Flt/Lieut. M. G. Christy, Adjutant, and the only bachelor in the team.



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WARNING NOTICE

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

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: The Blue Chips, from R.A.F. Church Fenton.
- Event 2. Demonstration: Three Beagle 206 aircraft of Northair Aviation Limited.
- Event 3. Display: Blackburn B2 of Hawker Siddeley Aviation, Brough.
- Event 4. Flypast: Four Phantoms, U.S.A.F., from Bentwaters.
- Event 5. Demonstration: Britannia from R.A.F. Brize Norton.
- Event 6. Solo aerobatics: Sqn/Ldr. Neville Browning, R.A.F. (Ret'd.) in a Zlin.
- Event 7. Demonstration: Lancaster from R.A.F. Waddington.
- Event 8. Free Fall parachute drop: The Falcons, R.A.F. Parachute Display Team, from Abingdon.
- Event 9. Display: Buccaneer from R.A.F. Honington.
- Event 10. Demonstration: Andover from R.A.F. Thorney Island.
- Event 11. Solo aerobatics: Hunter jet.
- Event 12. Display: Dominic from R.A.F. Finningley.
- Event 13. Height-judging competition. Four Chipmunks from R.A.F. Church Fenton.
- Event 14. Display: Buccaneer from R.N.A.S. Lossiemouth.
- Event 15. Display: Phantom from R.A.F. Coningsby.
- Event 16. Demonstration: Comet from R.A.F. Lyneham.
- Event 17. Demonstration: Three Yankee Clippers of General Aviation Sales, Jersey C.I.
- Event 18. Demonstration of aerial re-fuelling: Victor from R.A.F. Marham and two Lightnings from R.A.F. Binbrook.
- Event 19. Formation aerobatics: The Poachers (Jet Provosts) from the R.A.F. College, Cranwell.
- Event 20. Display: Three Cessna 150s of the Yorkshire Aeroplane Club.
- Event 21. Display: Spitfire, from R.A.F. Coltishall.
- Event 22. Display: The International Parachuting All-Stars.
- Event 23. Demonstration: Belfast from R.A.F. Brize Norton.
- Event 24. Demonstration: Nimrod from R.A.F. St. Mawgan.
- Event 25. Solo aerobatics: Gnat from R.A.F. Valley.
- Event 26. Display: Turbulent, Tiger Moth, Jodel Ambassadeur, Jodel Musquetaire and Auster of General Aviation Services Ltd., Sales, Jersey C.I.
- Event 27. Display: Falke motor-powered glider of Slingsby Sailplanes Ltd.
- Event 28. Formation aerobatics: The Red Arrows, the official Royal Air Force Aerobatic Team.

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 Display as under:—

The Ministry of Defence (Navy, Army, Air) the Royal Air Force.
The Third Air Force (U.S.A.F.).

All participants in the flying programme and the ground displays.
The G.O.C.-in-C, Northern Command.

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.

150 (N.C.) Provost Company, R.M.P.

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.

The Sea Cadet Corps, N.E. Area, Yorkshire.

The Automobile Association.

The Royal Automobile Club.

Chris Wren, cartoonist, for his great kindness each year in bringing a
smile to all our faces.

The Headmaster, and St. Camillus School, Scarthingwell.

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

FLYING PROGRAMME OFFICIALS

Flying Controller :

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

Assistant Flying Controller:

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

Commentator:

*Allen Rowley, Promotions and Publicity Manager,
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The Blue Chips

Formed in 1970, the Blue Chips aerobatic team is based at Church Fenton and takes its name from the Chipmunk aircraft which it uses. The members of the team (pictured above) are—left to right—Flt/Lieut. John Carr (team leader); Sqn/Ldr. John Cole (team manager); Sgt. Bill Fenwick (team engineer) and Flt/Lieut. Joe Hellyer who is No. 2 man.

The two aircraft are flown by Lieutenants Carr and Hellyer who are with No. 2 Flying Training School. Their display is based on a series of aerobatic manoeuvres performed in synchronisation as they pass each other in opposite directions. Part of the way through the display, the pilots perform alternate solo manoeuvres before continuing the synchronised aerobatics.

Flt/Lieut. Carr has been based at Church Fenton for three years and flew with the Blue Chips in last year's display. He has been an instructor for nine years and previously flew photographic reconnaissance Meteors in the Middle and Far East.

Flt/Lieut. Hellyer is also an instructor, teaching Naval pilots to fly the Chipmunk. He previously flew Canberras in Germany. Sqn/Ldr. Cole accompanies the team in the reserve aircraft and gives a commentary during their displays. Previously an instructor with Bristol University Air Squadron, before that he flew Shackleton maritime aircraft. Sgt. Fenwick has been an engineer for 17 years and has visited all parts of the world with the R.A.F.



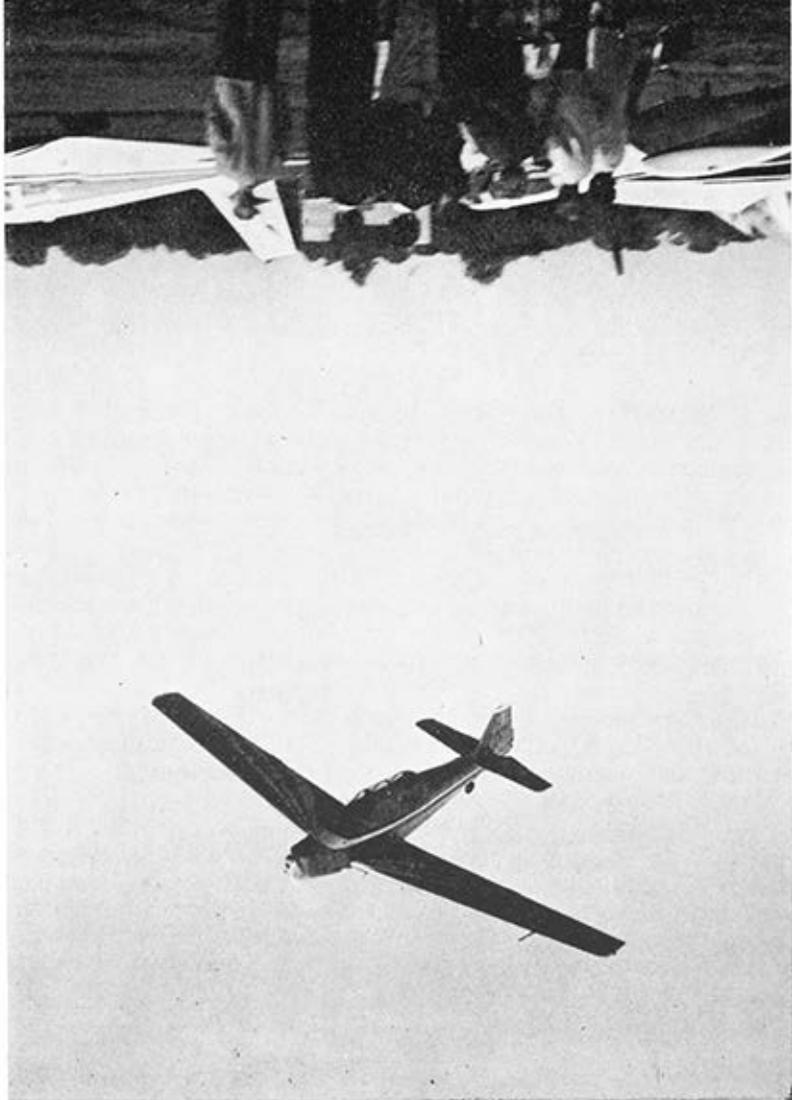
Famous old-timer scheduled to take part in today's show is the immaculate Blackburn B2 owned by Hawker Siddeley Aviation, of Brough. This aircraft first flew in 1932 but still looks good as new. Its pilot will almost certainly be Mr. D. J. Whitehead, well-known as Chief Test Pilot with the Brough-based Buccaneer builders.

Yes! we know — this page is printed upside down . . .

But what can you do when you're writing about a chap like S/Ldr. Neville Browning? He's been flying for over 50 years and there's nothing he likes better than flying upside down in his 8-year-old Zlin!

By the way, he is now 70, so if you have the feeling that things are getting a bit beyond you, take heart from his performance.

He is believed to hold the oldest commercial pilot's licence in the country and when he isn't flying he's busy at his farm in Essex. Which is why he's generally known as "The Flying Farmer".



Is SSAFA everywhere?

YOU probably know what SSAFA was doing in the last war, when the families at home were in as much danger as their men in action and soldiers, sailors and airmen lived in a constant state of anxiety about wives, children and parents. Then SSAFA was busy hunting for bombed-out families and answering urgent enquiries from serving men all over the world.

One branch of SSAFA is doing just that today. Our workers in Belfast have been climbing over barbed-wire barricades, searching in burned-out buildings for families, so that telegrams of reassurance could be sent to worried Irishmen serving in British units. One of them who had been getting through the barricades on her army pass and a SSAFA armband was greeted by a sergeant who had been in Aden and who asked with a grin "Is SSAFA everywhere?"

The answer is of course—Yes—everywhere. With 1,500 branches staffed by 12,000 voluntary workers, every acre of the U.K. and Ireland is covered, so that, wherever a family live, SSAFA is always close at hand.

EX-SERVICE FAMILIES

Most of the people who need us today are ex-Service families—elderly widows and orphans of two World Wars, younger people in poorly paid jobs, or dogged by ill-health and sheer bad luck such as can happen to anyone.

One such man, with a wife and four children, caught polio after leaving the forces and has been in an iron lung for 11 years, totally paralysed except for two fingers, yet he manages to work a 40-hour week—thanks to his own determination and good employers who have provided ramps and special equipment. His wife drives him to work in a van and when, owing to rising costs, they could not pay the tax and insurance, SSAFA promptly came to the rescue with a grant.

Then there was the elderly widow who lost her son in the R.A.F., whose only friends were SSAFA people, who administered an annual grant for the R.A.F. Benevolent Fund. She was anxious in case she should have a "pauper's funeral". SSAFA tried to reassure her and, when she had to go into a home at 91, helped her pack and went with her. When the old lady died SSAFA, with a grant from the R.A.F. Benevolent Fund, arranged the funeral, and four SSAFA people attended.

SSAFA OVERSEAS

Young Service families going overseas would be lost without the social and medical services to which they are now accustomed, if it were not for SSAFA's trained personnel working with the Services, which pay the costs. SSAFA's 120 Nursing Sisters visit all the families and run ante-natal, post-natal and school clinics, while 14 welfare officers deal with serious cases of personal difficulty amongst the forces and their families.

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.

HOW WE HELP

If a case is urgent, SSAFA makes an immediate grant without delay or reference to anyone; for funds to do this we depend upon the public. We can also call upon the far greater resources of the Regimental Funds through which the Army Benevolent Fund operates, the Royal Naval Benevolent Trust, and the R.A.F. Benevolent Fund, all of whom use our network of representatives to visit their family cases. The address of your local SSAFA can be found at main post offices. Donations and enquiries are welcome at:—

SSAFA

(SOLDIERS', SAILORS' AND AIRMEN'S FAMILIES ASSOCIATION)

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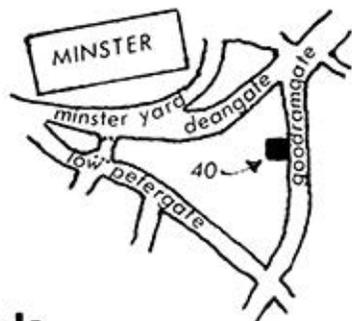
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Yorkshire Aeroplane Club

The three Cessna 150 aircraft of the Yorkshire Aeroplane Club appearing today will be flown by Mr. Alex Webster, the club's chief flying instructor; Mr. John Fenton, the deputy chief flying instructor and Mr. Steve Lerche, an ex-R.A.F. pilot, who is one of the club's staff of part-time instructors.

Established in 1909, the Yorkshire Aeroplane Club has premises at the Leeds-Bradford Airport and is open seven days a week throughout the year. Its main purpose is to teach people from all walks of life how to fly. About 50 new pilots are trained each year.

The aircraft appearing in today's display are training aircraft but, apart from these two-seaters, the club also has four-seater aircraft which can be made available for touring and business trips.

The clubhouse and bar at Yeadon have recently been completely renovated and many social functions are held there. New members are always welcome and a 'phone call to Rawdon 3840 will bring you all the information you need to know about the fascinating business of learning to fly.



Mr. Alex Webster



Mr. John Fenton



Mr. Stephen Lerche

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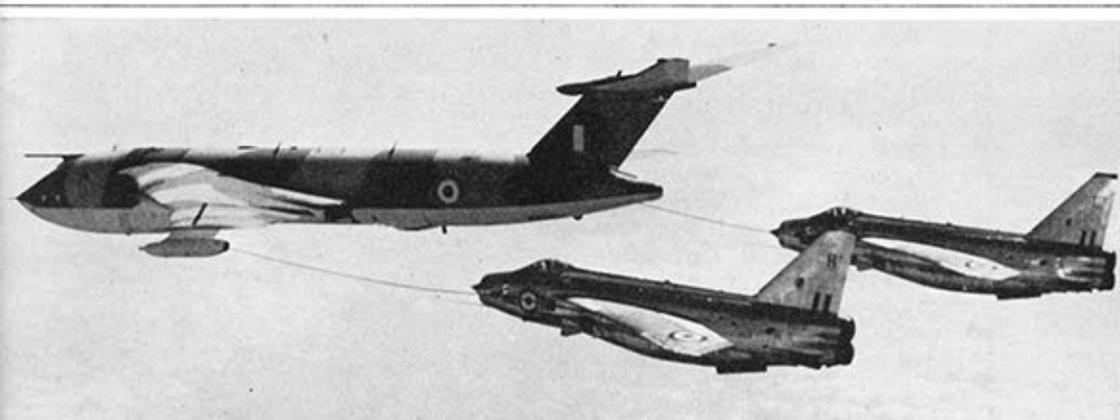
Northern Air Taxis Limited

With its headquarters at the Leeds-Bradford Airport, this company now operates three Beagle 206 twin-engine 8-seater aircraft (one of which is pictured above). The company also has a Cessna 337 twin-engine 6-seater; a Cessna 210 single-engine 6-seater; a Cessna 172 4-seater and five Condor single-engine 2-seater training aircraft.

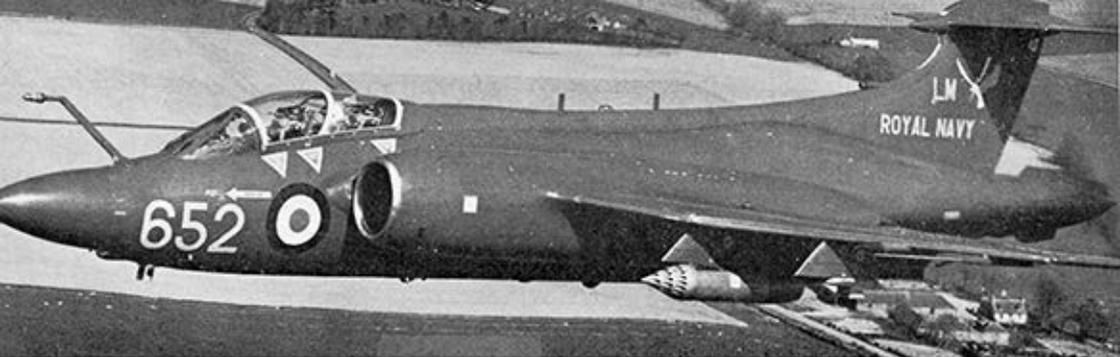
During 1970, the air taxi side of the business handled 2,634 passengers and this year it anticipates an increase of 50 per cent on that total.

The company operates a scheduled 16-flights a week service between Manchester, where it has its own mini-terminal, and John-O-Groats. Regularity on this service is outstanding. In the whole of 1970 there were only five weather diversions and one technical delay of two hours: a record which many an airline might find hard to beat.

The Northern Air Taxis' mini-terminal at Manchester allows passengers to avoid the crowded main terminal area. They need not arrive until five minutes before departure time.



The Victor K.1 tanker aircraft, pictured here re-fuelling two Lightning fighters, is powered by four Rolls-Royce Conway turbojets. One of these aircraft will be seen carrying out an airborne refuelling exercise at today's display.



Royal Navy

The Royal Navy will be represented in today's display by Lt.-Cdr. Leslie Alan Wilkinson (pictured here), Commanding Officer of 736 Buccaneer Training Squadron, R.N.A.S. Lossiemouth.

He comes from Gisborne, New Zealand, and joined the Royal Navy on a Short Service Commission in 1955. He has flown Seahawks, Scimitars and Buccaneers with front line squadrons embarked in H.M. carriers Eagle, Ark Royal, Albion, Centaur and Victorious.

In 1969 he was appointed Senior Pilot of 809 Buccaneer Squadron in H.M.S. Ark Royal. In 1970 he and Lieut. Thompson were awarded the Robert Sandison Trophy as the most efficient Strike Crew in the Fleet Air Arm for their work over the year.

Married, with one son, Lt.-Cdr. Wilkinson will today be flying a Buccaneer as he will at all Air and Navy Days throughout Britain this year, also at the Battle of Britain Air Display.

Built at Brough, East Yorkshire, the Buccaneer is a long-range strike aircraft built to fly fast and low in order to avoid detection by enemy radar. It can carry nuclear or conventional weapons and can be used for photographic reconnaissance. It has a crew of two and is powered by two Rolls-Royce Spey engines.





General Aviation Sales Ltd.

Based at States Airport, Jersey, Channel Islands, this company was formed to market the American Aviation Corporation's Yankee and its derivatives, one of which is pictured above.

The Yankee has established a reputation for its roomy cockpit and abundant visibility. It has outstanding short-field landing ability and lands the way it flies—almost effortlessly. It is suited for the flying couple or the enthusiast working to a small budget. It is an ideal aircraft in which to learn to fly.

Powered by a 108 h.p. Lycoming engine, it has a cruise speed of 134 m.p.h. and burns five gallons of petrol an hour. It has a top speed of 144 m.p.h. and a stall speed of 65 m.p.h. Its range at cruise power is 426 miles.

An associate company of General Aviation Sales will be demonstrating a number of other light aircraft, including a Turbulent, Tiger Moth, Jodel Ambassadeur and Mousquetaire and an Auster.

TODAY'S PRIZE LIST

As usual, there are some excellent prizes to be won today. If there's a sticker on this page, you have already won a prize. But whether there's a sticker or not, listen carefully for loud-speaker announcements which will tell you about the prizes and where and when they can be collected. Meanwhile, look at the competition on Page 32—you could win an Irish FreeWay Motoring Holiday, given by the Evening Post.

The organisers gratefully acknowledge the generosity of companies donating the following prizes today:

Air India (golf balls); Wallace Arnold Tours Limited (London Week-ender trip for two); British Midland Airways (free flight return ticket Yeadon-Jersey); Northair Aviation Limited (21 free flights); Heaps Tours Limited (free excursion for two); Yorfacors Limited, Leeds (interchangeable steering wheel); Beatties of London (King Charles Sports Centre) (model aircraft and other kits); Yorkshire Flying Services (free flights for six); Schofields (Leeds) Ltd. (Calor Vibrina massage aid to beauty and slimming); Wormalds and Walker Ltd., Dewsbury (Dormy "Fantasia" double blanket); Kagan Textiles (Gannex overnight case); West Riding Automobile Company (Day excursion for two); Batley Variety Club (table for four at evening show); Leeds City Varieties (box for five at "A Night at the Varieties"); Airfix (model kits); Australian Trade Centre, Leeds (hamper of Australian foods); Mr. I. M. Quinn, The Rhyther Arms, Rhyther (case of beer).

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Slingsby Sailplanes

The Falke SF 25B motor glider (pictured here) and the Kestrel high performance sailplane are both in production at the Kirbymoorside works of Slingsby Sailplanes, which is a Division of the Vickers Limited Shipbuilding Group.

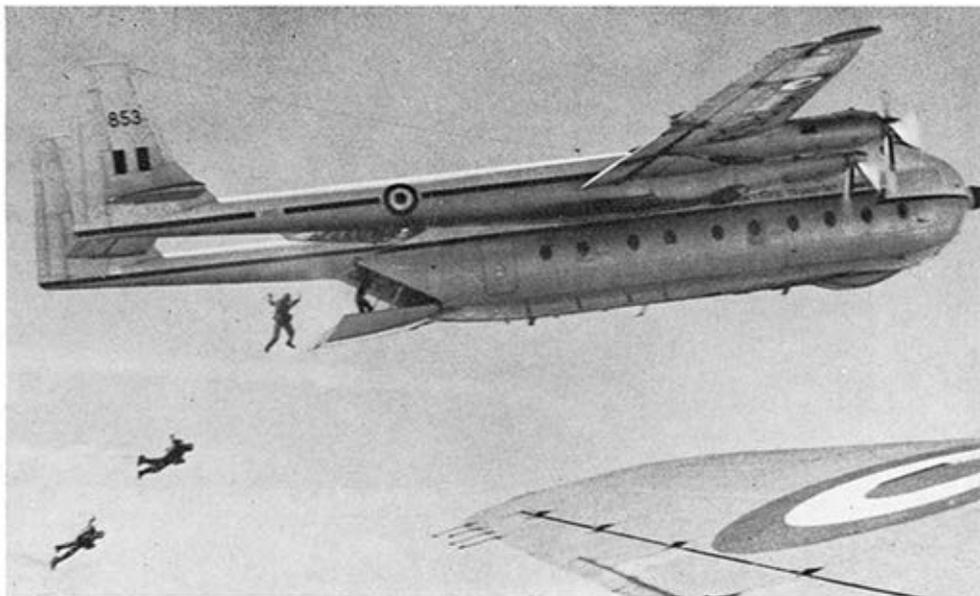
The remarkable Falke combines the safety of a glider with the cruise performance of aircraft having over three times its power. It has a span of 50.3ft. and its engine is a 45 h.p. Volkswagen Stamo. There is a single fixed landing wheel with small balancing wheels on stalks under each wing and these are used for taxiing. Engine starting is by a lawn-mower type pull string.

The Kestrel is an advanced Open Class sailplane which incorporates a good deal of glass fibre in its construction. It has a spacious cockpit and, despite its slender and graceful appearance, is strong enough to put up with landings in rough terrain.

These aircraft will be demonstrated today by Mr. Bailey-Woods, the 39-year-old test pilot and Deputy Chief Inspector of Slingsby Sailplanes.

Ground Display

Within the Public Enclosure, the West Riding Branch of Air Britain will be represented, along with The Northern Aircraft Preservation Society. Air Britain exists to bring together people with a common interest in aviation. Regular meetings are held at the Yorkshire Aeroplane Club. Full details from: Mr. L. Jackson, 128 Victoria Mount, Horsforth, Leeds, LS18 4PZ. The Northern Aircraft Preservation Society has a workshop and exhibition centres in Lancashire. Full details from: Mrs. O. M. Robinson, 25 Cromwell Grove, Manchester, M19.



Free Fall Thrills

Some of the country's top free-fall parachutists are taking part in today's display. They are the Falcons, the R.A.F.'s Free Fall Parachute Display Team and the Yorkshire-based International Parachuting All-Stars.

If the weather is right, the latter group will attempt to set up a British sky-diving record. Providing there is good visibility up to 14,000ft., between 15 and 18 of the All-Stars will attempt to form a huge human star while plunging toward the earth at 120 m.p.h.!

The All-Stars are based at the Sport Parachute Centre, Grindale Field, near Bridlington, and their chief instructor, 29-year-old Charles Shea-Simonds says of today's attempt: "It is extremely difficult to achieve a big star. The present British record is an eight man star. Hardest part is just before the link up when closing speeds of 200 m.p.h. are possible. But I think we can do it!"

The Falcons, some of whom are seen above leaving an Argosy aircraft, are parachute jumping instructors of No. 1 Parachute Training School at R.A.F. Abingdon. They are responsible for the training of all Britain's military parachutists.

Their free-fall displays constitute just one facet of their many important day-to-day tasks. The free-fall technique itself has operational applications, and the performance of the Falcons is, therefore, far more meaningful than a simple display spectacle.

The prevailing weather dictates the height from which the team performs and in order to cater for the varying conditions, a number of different display patterns have been evolved. They are the Bomb Burst Formation and Spiral Track and the Clover Leaf.



Army participation

Army aviation will be represented today by a Sioux helicopter of 14 Aviation Flight, based at Netheravon, Wilts., and a Beaver of 15 Aviation Flight, based at R.A.F. Topcliffe, near Thirsk.

The Sioux is a three-seater light helicopter made by Westlands, of Yeovil. It is used by the Army for reconnaissance, liaison, photography, casualty evacuation, carriage of stores and pilot training. Powered by a six-cylinder Lycoming engine, it carries 48 gallons of fuel which give it a duration of two-and-a-half hours at a cruising speed of 30 knots. It is able to operate at night in good weather. In service with the Army for eight years, it is scheduled to be replaced in 1974 by the Anglo-French Gazelle.

No. 15 Aviation Flight, whose Beavers are a familiar sight in Yorkshire skies, is an independent flight of 667 Aviation Squadron which was formed in 1943 as an anti-aircraft squadron. No. 15 Flight has the task of providing communication and liaison support for Northern and Scottish Commands.

The Beaver aircraft with which it is equipped is an all-metal, single-engine high-wing aircraft with first class take off and short landing performance. Its Pratt and Whitney engine is well capable of hauling it off from unprepared surfaces.

The Beaver can carry five passengers or 1,000lb. of freight. It can be used for dropping parachutists, supply dropping, aerial artillery direction, photography and casualty evacuation. It can also be fitted with skis for operating in snow-bound areas.



Winners of the Irish FreeWay Motoring Holiday (see next page) will fly from Leeds-Bradford Airport to Dublin in a Boeing 737.

Win an Irish FreeWay Motoring Holiday

BY entering this simple competition, YOU could win an Irish FreeWay motoring holiday for two worth nearly £27.

The Evening Post is presenting this prize. It includes a return flight from Leeds/Bradford Airport to Dublin on an Aer Lingus 550 m.p.h. Boeing 737 jet; plus the use of a car (a Mini or a Fiat 850) plus 280 free miles of motoring!

It is a prize which puts Ireland—a motoring paradise—at your feet. The winner and companion will have to stay in Ireland for a week, but that's scarcely a hardship!

The prize, which does not include accommodation, is subject to conditions published in the Irish FreeWay Motoring Holidays leaflet. There will be no cash alternative to the prize. Employees of Yorkshire Post Newspapers Limited are barred.

Listed below are eight questions of interest and significance to drivers. There are three possible answers to each question.

Write the answers which you think are most accurate in the boxes provided in the entry coupon. Complete your name and address on the entry coupon, cut it out and attach it to a sheet of paper on which you should complete, in not more than ten words, the sentence: "I WOULD LIKE TO JET TO IRELAND FOR A MOTORING HOLIDAY BECAUSE . . ." In the event of a tie the judges will take this sentence into consideration.

Then post your entry coupon and the attached paper to: Air Display Competition, Evening Post, Wellington Street, Leeds, LSI 1RF. Entries should reach us not later than 7th June. The result will be published in the Evening Post as soon as possible. Now here are the questions:

ANSWER CHOICE

(write your choice in appropriate box in entry coupon).

- | | |
|--|---|
| 1. The country with the highest traffic density in Europe is | West Germany
Britain
Italy |
| 2. The country with the lowest traffic density in Europe is | Switzerland
Irish Republic
Sweden |
| 3. Which is the nearest figure to the number of motor vehicles licensed in Britain? | 8,000,000
14,000,000
25,000,000 |
| 4. Which is the nearest figure to the number of motor vehicles licensed in the Irish Republic? | 100,000
200,000
400,000 |
| 5. Which is the nearest figure to the number of vehicles per mile of road in Britain? | 60
40
100 |
| 6. Which is the nearest figure to the number of cars per mile of road in the Irish Republic? | 10
20
30 |
| 7. Which is the nearest figure to the number of miles of road in the Irish Republic? | 10,000
45,000
5,000 |
| 8. How many miles of beach-filled coastline are there in the Irish Republic? | 6,000
800
2,000 |

ENTRY COUPON	QUESTION	ANSWER
Name (Mr./Mrs./Miss)	1	
	2	
Address	3	
	4	
	5	
	6	
	7	
	8	

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