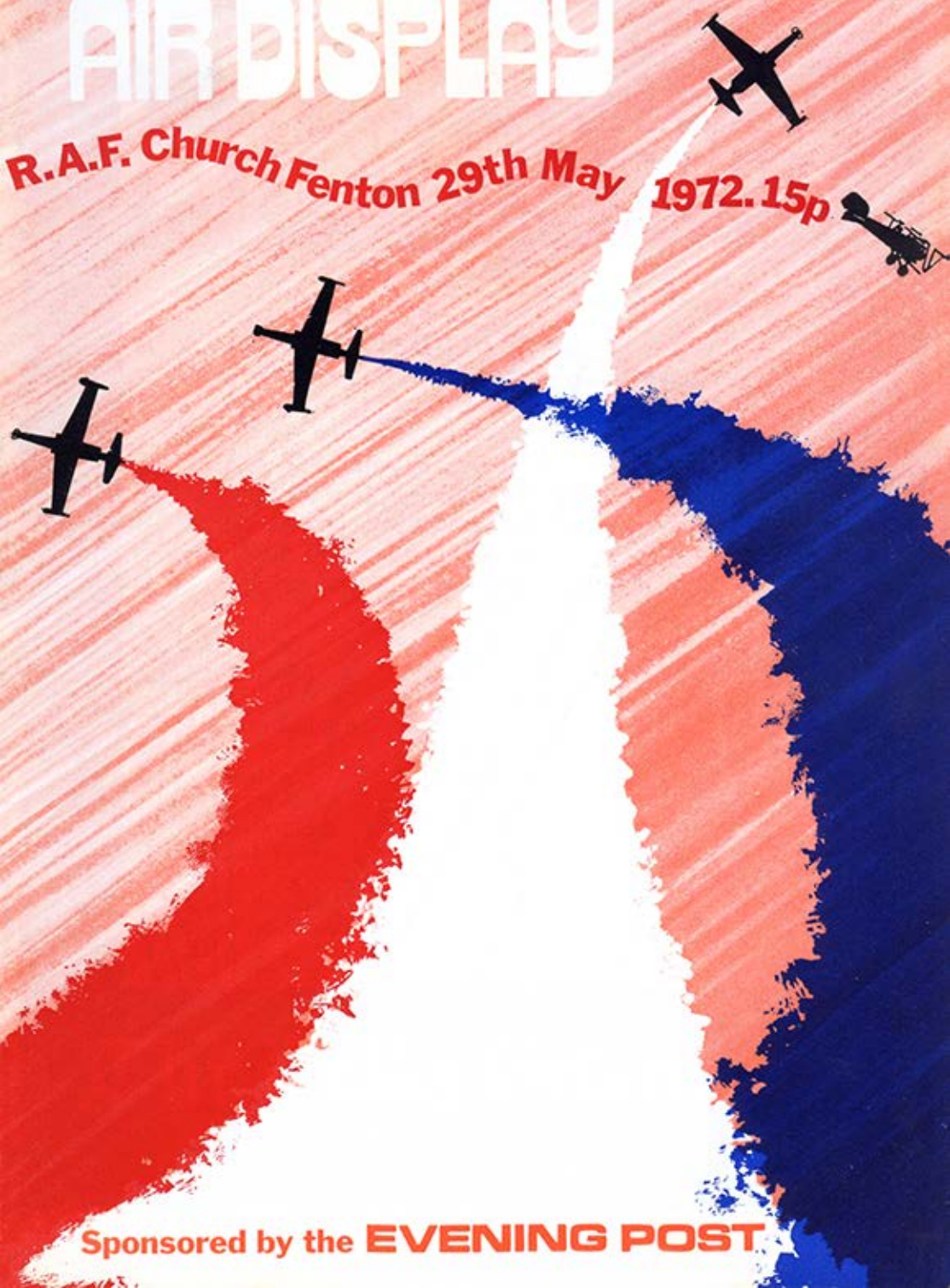


Official Programme

**SSAFA International**

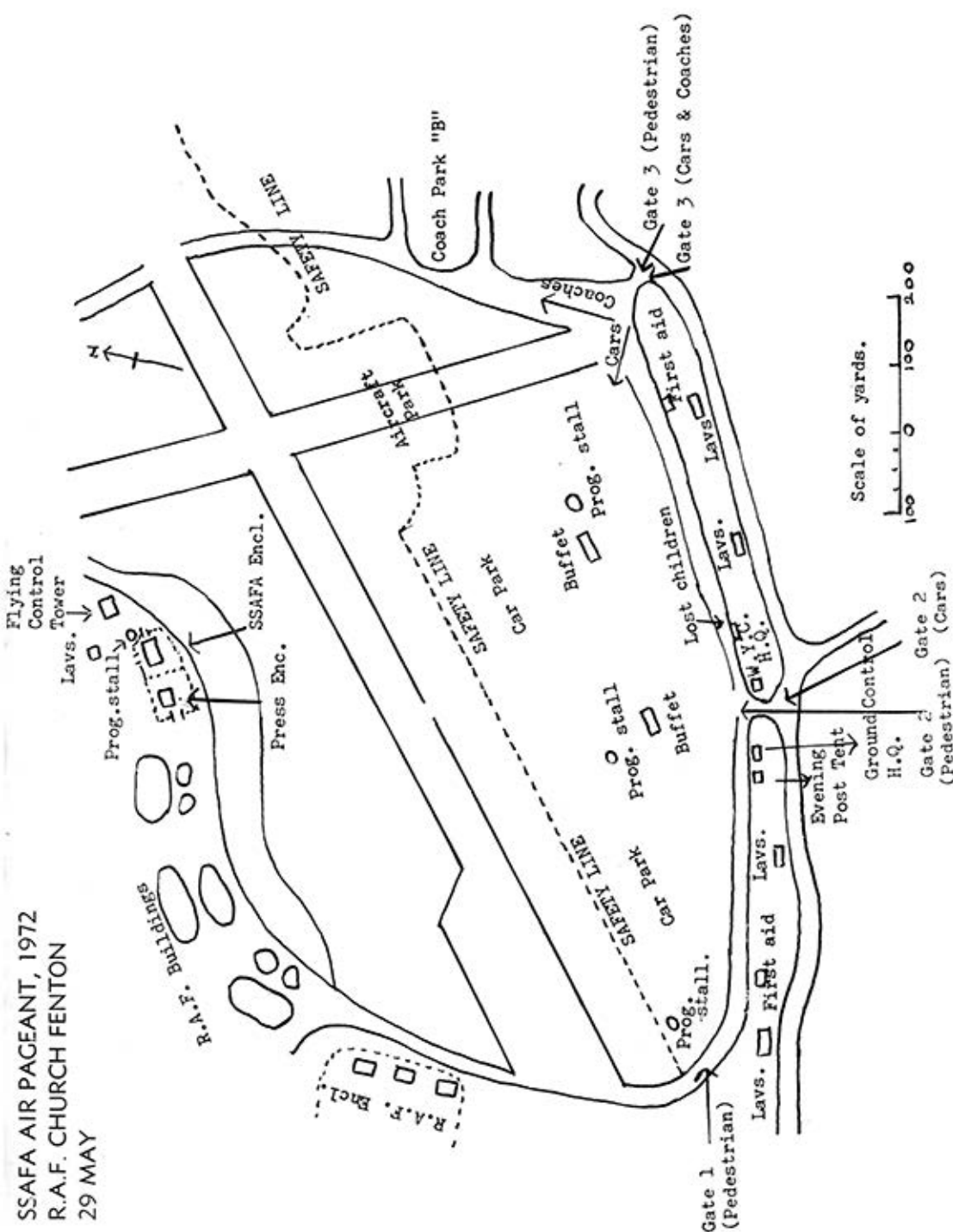
# AIR DISPLAY

**R.A.F. Church Fenton 29th May 1972. 15p**



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# The Daily Telegraph

# The International Parachuting All-Stars

The International Parachuting All-Stars are the free-fall display team of the Sport Parachute Centre, Grindale Field, Bridlington.

Included in today's team is 24-year-old Pamela Harris, a physiotherapist at St. James's Hospital, Leeds, who lives at Second Avenue, Bardsey, near Leeds.

Pam has been parachuting for about two years and any day now will complete her 200th descent. She started parachuting, she says, "on impulse," and did her training at the Army parachute centre at Netheravon.

What sort of sensation does she experience during a free-fall descent? "It's impossible to describe," she says, but she likes it so much she intends to keep on parachuting.

The Sport Parachute Centre at Grindale operates all the year round, providing facilities for all standards of sport parachuting from the first-time student to the experienced competition jumper.

The All-Stars are selected from instructors and the more experienced parachutists at the centre. The "Internationals" in today's team are Vic Reiter, an American who works at Menwith Hill, near Harrogate, and Clive Rumney, an Australian who teaches in Pudsey. The other members of the team today are Charles Shea-Simonds, the Chief Parachute Instructor; Mike Johnson, who is an engineer from Lincoln; Bob Burn, who is a gas engineer from Newcastle and, of course, Pamela.

Their display routine will vary according to the weather conditions but, ideally, they will exit from the aircraft at a height up to 10,000ft., free-falling to 2,000ft. During the free-fall they will reach a speed of 120 m.p.h. and will perform various manoeuvres. At 2,000ft. they will deploy their main parachutes and steer on to the target area.

The aircraft the All-Stars will be using today is a Cherokee 6 from the Air Navigation and Trading Company, of Blackpool.

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Royal  Air Force



## The Poachers

The official march of the Royal Air Force College, Cranwell, Lincs., is "The Lincolnshire Poacher" and it is from this title that the College's aerobatic team gets its name.

Over the years the College has had several aerobatic teams but The Poachers were not formed until 1969. Since then the pilots have been seen throughout Britain and in Germany, Belgium, Holland and Norway. A highlight was a performance before H.M. The Queen in 1970 on the occasion of the 50th Anniversary of Cranwell.

The team flies Jet Provost T.Mk.5 aircraft which have a top speed of 450 m.p.h.

The Poachers' display opens with the four aircraft arriving from behind the crowd, then features a number of skilled aerobatic manoeuvres and ends with a Prince of Wales bomb-burst.

The team comprises qualified flying instructors serving at Cranwell who devote many hours of their spare time to the voluntary task of thrilling thousands of spectators at air displays. They practise their manoeuvres before and after their normal day's work of teaching student pilots. Most of their weekends during the display season are spent away from home.



## One of the Very Few . . .

There are few Lancasters left around; fewer still that are capable of flying. One of them is PA474 which was built by Vickers Armstrong, at Chester, and delivered to the R.A.F. in 1945.

Having served on photo-reconnaissance work it went to No. 82 (PR) Squadron and spent six years making an extensive photographic survey in Africa. It was later used on flight refuelling trials and as a test bed for equipment used in laminar flow swept wing trials.

In October, 1963, the aircraft was adopted by the Ministry of Defence Air Historical Branch and subsequently allocated to an operational base (Waddington) where it could be kept in flying trim.

At Waddington it was restored as faithfully as possible to the original condition of Lancaster KM-B, of No. 44 Squadron in which Sqn.-Ldr. J. D. Nettleton won the Victoria Cross for an attack on the U-boat engine factory at Augsburg in 1942. Of six Lancasters of 44 Squadron which set out on the raid, only KM-B returned. It went on to complete many more raids before being broken up in 1947. Obviously, it was an aircraft well worth representing and PA-474 does it faithfully. The aircraft is due to fly at about 20 air shows this year.



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## Northern Air Taxis Limited

This company has its headquarters at the Leeds and Bradford Airport but also operates from the Doncaster and Manchester airports. It owns four Beagle 206 twin-engined eight-seaters (one of which is pictured above); a Cessna 337 twin-engined six-seater; a Cessna 172 four-seater and the latest type of aerobatic Cessna 150 two-seater plus five single-engined Condor twin-seat training aircraft.

The air taxi side of the business handles an average of 4,000 passengers a year and anticipates big increases in 1972.

The company has its own newly-expanded mini-terminal at Manchester Airport and from there operates a scheduled 18 flights a week service to John o' Groats. Regularity on this service is outstanding. During 1971 only five weather diversions were experienced—a record which many a major airline would find hard to beat.

Flying with Northern Air Taxis from their mini-terminals at Leeds, Manchester and Doncaster, passengers avoid the busy main terminal areas and need only arrive five minutes before take-off.

## The 'Flying Farmer'

A man who will be sadly missed at today's display is Neville Browning, the "Flying Farmer" who was for many years a star performer at these shows. Last August he was performing his favourite stunt—flying upside down—at the annual show of the Waveney Flying Group. As he started to pull out, the aircraft crashed from a height of 150ft. and he was killed. Neville Browning had been flying for over 50 years and was still in the cockpit at the age of 71. Believed to be Britain's oldest licensed pilot, he brought tremendous pleasure and countless thrills to thousands of people who had attended this annual Whit Monday show over many years.

## Just dropped in to see you!



Here is 24-year-old Pamela Harris, a Leeds physiotherapist and only woman member of the International Parachuting All-Stars. She will be dropping in with the team today (see Page 2).



From the public's point of view the Vulcan has always been the most impressive of the V-bombers. That delta-wing shape gives it a fearsome aspect to some; a sense of power to others. And the power is certainly there in the shape of four 20,000lb. thrust Olympus turbojets.

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## Yorkshire Aeroplane Club



**Mr. Alex Webster**

Three of the club's Cessna aircraft will be taking part in today's display and they will be flown by Mr. Alex Webster, the club's chief flying instructor; Mr. John Fenton, who is 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.



**Mr. John Fenton**



**Mr. Stephen Lerche**

Located at the Leeds and Bradford Airport, the club is one of the most modern in the country and offers first-class facilities. New members are welcome and a visit to the clubhouse, on the South side of the airfield—or a 'phone call to Rawdon 3840—will give you all the information you need about learning to fly.

The aircraft they will be using are the normal training machines of the club. In addition to these two-seaters, the club also has four-seater types which can be made available for touring and business trips.



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# Laugh with the RAF

by Loren



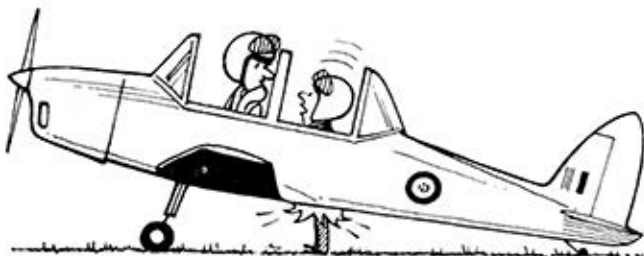
"SORRY, SARGE - I DIDN'T KNOW IT WAS LOADED."

"WHAT HAPPENED TO PUSH-BUTTON WARFARE?"



"I FEEL UNEASY, DAVE - EVERYTHING'S SERVICEABLE."

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## The Superb Sea King

The newest type of aircraft in service with the Royal Navy, the Sea King is a British modification of the Sikorsky design, incorporating Rolls-Royce engines, British radar and sonar.

No. 826 Naval Air Squadron, which is operating the Westland-built aircraft in today's display, has four machines of the type and the one pictured here has four anti-submarine torpedoes slung below the fuselage. The Sea King is reputed to be the finest anti-submarine helicopter in service in the Western world. Being extremely versatile, it can be used for search and rescue as well as for the transport of troops and heavy stores.

The parent ship of 826 Squadron is the Helicopter Cruiser H.M.S. Tiger and the squadron provides the anti-submarine defence for the ship. Last year, when the squadron was embarked in H.M.S. Eagle, in the Far East, they rescued the crew of the S.S. Steel Vendor, aground in the South China Sea and, as a result, were awarded the Boyd Trophy, the Fleet Air Arm's annual award for the outstanding action in naval aviation.

Today, the aircraft is being captained by Lieut. K. G. Lamprey who joined the Navy at 18 and after training as a mechanic, obtained a commission in 1965. He completed flying training in 1966 and flew Gannets from H.M.S. Eagle. He converted to rotary wing flying in 1970.

The other members of the crew are Lieut. A. B. Ross who, as observer, has the task of using information from radar and sonar to ensure the destruction of enemy submarines; Sub.-Lieut. M. Kent, the co-pilot, who joined the Navy from school; and Leading Seaman R. Godley, the sonar operator, who comes from Ackworth, near Pontefract.

# 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. Demonstration: Vulcan from R.A.F. Scampton.
- Event 2. Demonstration: Britannia from R.A.F. Brize Norton.
- Event 3. Display: Varsity from R.A.F. Finningley.
- Event 4. Display: Wessex from R.N.A.S. Culdrose.
- Event 5. Demonstration: Belfast from R.A.F. Brize Norton.
- Event 6. Display: The Blue Chips from R.A.F. Church Fenton.
- Event 7. Demonstration: Lancaster from R.A.F. Waddington.
- Event 8. Display: Four Beagle 206 of Northair Aviation.
- Event 9. Display: Sioux and Scout helicopters and Beaver aircraft from the Army; based at R.A.F. Topcliffe.
- Event 10. Display: Three Cessna 150s of Yorkshire Flying Services.
- Event 11. Display: solo aerobatics by a Lightning from R.A.F. Honington.
- Event 12. Display: The International Parachuting All-Stars.
- Event 13. Flypast: Four F4 Phantoms of the U.S.A.F. from Bentwaters.
- Event 14. Display: solo aerobatics by a Jet Provost from R.A.F. Leeming.
- Event 15. Display: Cessna aircraft of Midland Aviation.
- Event 16. Display: Sea King helicopter from R.N.A.S. Culdrose.
- Event 17. Demonstration: Nimrod from R.A.F. Kinloss.
- Event 18. Formation aerobatics: The Poachers from the R.A.F. College, Cranwell.
- Event 19. Display: aerial limbo act by Currie Wot aircraft flown by Mr. L. W. Richardson.
- Event 20. Display: Three American Aviation Corporation aircraft presented by General Aviation Sales Limited.
- Event 21. Display: solo aerobatics by a Hunter from R.A.F. Fairford.
- Event 22. Display: Dominie from R.A.F. Finningley.
- Event 23. Display: synchronised aerobatics by the Gemini team from R.A.F. Leeming.



# 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. 23 Group, R.A.F.  
Group Captain W. G. Abel, 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. and 252 Force Provost Company, R.M.P. (V).  
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 Constabulary.  
Chief Superintendent S. Boothroyd, West Yorkshire Constabulary, in charge of all traffic arrangements.  
The British Red Cross Society, West Yorkshire Branch.  
The St. John Ambulance Brigade, East Midlands 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 Tadcaster Grammar School.  
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.

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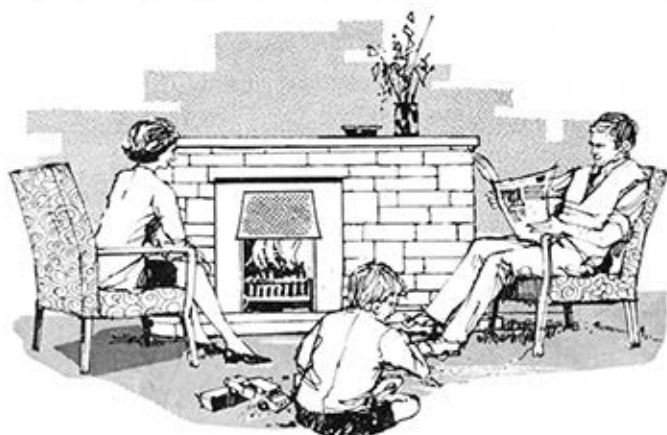
## FLYING PROGRAMME OFFICIALS

Flying Controller:

Squadron Leader Andrew Hutton, R.A.F.,  
Senior Air Traffic Control Officer, R.A.F. Church Fenton,  
assisted by his control staff.

Commentator:

Allen Rowley, Promotions and Publicity Manager,  
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## General Aviation Sales Limited

Pilots of this well-known company, which is based at the States Airport, Jersey, Channel Islands, were hoping today to demonstrate three products of the American Aviation Corporation: the American AA-5 Traveller (one of which is pictured above); the American TR-2 and the American Yankee Clipper.

The AA-5 represents the Corporation's first-entry into the four-seater aircraft market. It has a top speed of 150 m.p.h. and cruises at 140 m.p.h., its engine being a 150 h.p. Lycoming. Flying at 10,000ft. the aircraft has a range of 650 miles.

The TR-2, it is believed, will be one of the big sellers of 1972. Described as a real sportsman's aircraft, it has a top speed of 144 m.p.h. and a cruise speed of 134 m.p.h. It can take off in 800ft. and has a landing run of 395ft. The span is 24.5ft.; length 19.24ft. and height 7.6ft.

The Yankee Clipper, which gave a lively performance in last year's display, has a reputation for its roomy cockpit and abundant visibility. It can be flown almost effortlessly.

### 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 that will tell you about the prizes and where and when they can be collected. The organisers gratefully acknowledge the generosity of companies and individuals donating the following prizes:

Mr. Ian Quinn, Ryther Arms, Ryther (case of beer); Yorfactors Ltd., Thorne Road, Doncaster (Clawlock anti-theft device); Northair Aviation (free flights for 28 people); Beatties of London (model kits); Yorkshire Flying Services (free flights for six people); Schofields (Leeds) Ltd. (fitted nylon sheet set); Wormalds & Walker Ltd., Dewsbury (blanket); Kagan Textiles Ltd., Elland (Gannex suit case); West Riding Automobile Company (day excursion for two); Batley Variety Club (table for two at forthcoming show); Wakefield Theatre Club (tickets for two for next Wednesday's show); City Varieties, Leeds (box for five at next winter's pantomime); Airfix (model aircraft kits); Yorkshire Post Newspapers Studios (colour portrait sitting); Midland Aviation (free flights for six people); "Scene & Heard" Record Shop, Kirkgate, Leeds (records).

# Wives who live with anxiety

The tragic events in Northern Ireland completely dominate the lives of Army families today. Most units have undertaken one or more tours in Ulster, leaving their wives behind in loneliness and anxiety.

Seeing nightly on T.V. the horror, the danger and the hatred to which their men are subjected is strain enough in itself. But many of the troops were posted from Germany to Ulster. Their wives are left behind in a foreign country where few of them speak the language, where they have no roots and are far from home. Wherever they are, at home or overseas, SSAFA is there to help and comfort them. In Western Europe—and indeed everywhere overseas where there are Service families—it is the SSAFA Health Visitors, whose friendship, support and regular calls mean so much to lonely young wives, often with small children.

At home, SSAFA's 12,000 voluntary workers between them cover every acre of the U.K. and Ireland. When a serving man is killed or wounded, the local SSAFA representative is often among the first to go to his home with comfort and help. The Ministry of Defence values SSAFA so highly that it bears the cost of the SSAFA Health Visitors and SSAFA Social Workers overseas. Twelve additional Sisters are now being recruited for service in Germany.

## EX-SERVICE FAMILIES

Despite the special problems of Northern Ireland, 75% of SSAFA's work is now among ex-Service families—elderly widows and orphans of two World Wars and the families of younger men who have fallen victim to prolonged illness and unemployment, or just sheer bad luck since coming out of one of the three Services.

One SSAFA branch has won a "last chance" for a homeless and inadequate family. Some of the children were in care and the family a real problem, but the ex-Serviceman "kept his shoes clean and his collar on and we had sufficient faith in him to recommend him for his first job for years."

A couple in their eighties, long past caring properly for themselves and living in utter squalor with two dogs in one room, call local SSAFA "our only friends" and refuse to admit anyone else. By getting them a free T.V., visiting them regularly with comforts and providing their Christmas dinner, SSAFA helps to maintain them in a way of life they have chosen and which they are too old to alter. That requires the kind of care and understanding envisaged by our founder, Colonel Sir James Gildea, who described SSAFA as "not charity but the ready help of friends to friends."

## 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 of the three Services.

## WHERE THE MONEY COMES FROM

Every SSAFA Branch has funds for immediate emergency grants without delay or reference to anyone. SSAFA also calls 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 which use S.S.A.F.A.'s network of representatives to visit their family cases.

To maintain the worldwide SSAFA coverage and to provide to 1,500 branches with money for emergency issue, SSAFA depends entirely upon the public.

The address of your local SSAFA can be found at main post offices. Donations and enquiries are welcome at:—

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every success this afternoon.*



## The Gemini



The famous Gemini Pair aerobatic team from R.A.F. Leeming are best known for their spectacular "mirror" formation, in which one of the aircraft flies inverted almost directly above the other with only a few feet separating them. The team pilots—Flt.-Lieut. John Galyer (29), who is leader, and Flt.-Lieut. David Trusler (26), are both qualified flying instructors at No. 3 F.T.S. They undertake the aerobatic display task in addition to their normal instructional and station duties, practising in the early morning before the start of the working day. Team manager is Sqdn.-Ldr. Henry Prince (38), who was a member of the first Gnat aerobatic team the Yellowjacks. During the following three seasons he was deputy leader of the Red Arrows.

## The Blue Chips

Church Fenton's own contribution to today's display will take the shape of The Blue Chips aerobatic team of Chipmunks which will perform synchronised aerobatics. The team's aircraft are painted in the new livery of No. 2 Flying Training School.

The two pilots are Flt.-Lieut. R. K. Foster, aged 36, who is married and lives at Copmanthorpe, York; and Lieut. Neill W. Thomas, R.N., who is 26 and comes from Glasbury-on-Wye, Herefordshire.

Flt.-Lieut. Foster, who has four children, joined the R.A.F. in 1961 and is an instructor with No. 2 F.T.S. He has flown Canberras on photo-reconnaissance work and was at one time a co-pilot on Victors.

Lieut. Thomas joined the Royal Navy in September, 1963, and completed his basic flying training on Jet Provosts at Linton-on-Ouse. He was later with Nos. 890 and 899 Squadrons (Sea Vixens); 767 and 892 Squadrons (Phantoms).



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## Eager Beaver

The Beaver aircraft on display today are operated by the Army's 15 Aviation Flight, stationed at R.A.F. Topcliffe. The Flight is a part of 7 Aviation Regiment, based at Netheravon, Wiltshire, which provides both fixed wing aircraft and helicopters for those Army units in the U.K. which do not have aircraft as a part of their establishment.

Aircraft of 15 Aviation Flight cover the whole of the North of England and Scotland, including the Shetlands, Orkneys and Hebrides.

The high-wing, all-metal Beaver is a rugged aircraft with first-class short take-off and landing performance. It carries five passengers or 1,000lb. of freight and can be used for dropping parachutists or supplies, for aerial photography and casualty evacuation. It cruises at 128 m.p.h. and is capable of remaining airborne for 5½ hours.

The Beaver crews today are: Major H. N. D. Pullen (O.C. 15 Aviation Flight); Capt. J. B. Lee and Warrant Officers P. Russell and N. Duggleby. All four are also qualified helicopter pilots.

## Army Helicopters

No. 66 Aviation Squadron, based at Topcliffe, near Thirsk, will be featuring two "choppers". The **SIoux** is used on observation, reconnaissance and Air Observation Post work and can also be used to direct naval gunfire support. Another role is as Forward Air Controller for R.A.F. fighter aircraft. The **SCOUT**, now being equipped with SS11 missiles for anti-tank work, can also be used as an Aerial Command Post or for casualty evacuation work.



## Midland Aviation

Based at Leicester East Airfield, this company holds Britain's newest Cessna dealership and can supply all types of new Cessna aircraft in addition to selected used aircraft of various makes.

The company has its own flying training school; it can provide aircraft care and maintenance at its base and can organise finance and insurance for light aircraft. Further information on these matters can be obtained by phoning Great Glen 2360 (head office) or Dewsbury 2857 (Northern office); or from the company stand in the Public Enclosure.

Midland Aviation aircraft at today's display will include a Cessna 150; Cardinale and Skylane. Supporting them in the static aircraft park will be a Cessna Reims Rocket and Super Skymaster which are being specially flown in from Belgium.

One person in today's crowd who has never flown before will be invited to join the company's Sales Director, Mr. John Kilburn, when he demonstrates the ease of flying the Cessna 150 trainer in the flying display.

## West Riding Branch of Air-Britain

One of the most active branches of the Air-Britain Association, the West Riding section has a comprehensive programme of events likely to interest every type of aviation enthusiast.

Regular meetings are held at the Yorkshire Aeroplane Club, at the Leeds and Bradford Airport, and the branch publishes "Yorkshire Air News" which is designed to keep enthusiasts up-to-date with the aviation scene in the county.

The branch programme includes film shows, illustrated talks, an annual aircraft recognition contest, air experience flights, visits to aviation centres, photo competitions, etc.

For further details, please contact the secretary: Mr. L. Jackson, 128 Victoria Mount, Horsforth, Leeds LS18 4PZ.



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## The Wessex Mk. 5

A twin-engine short-range assault helicopter, built by Westlands, the Wessex Mk. 5 is being demonstrated today by members of the Royal Navy's No. 846 Squadron. In the Navy the Mk. 5 is used primarily for carrying Royal Marine Commandoes and their equipment but it serves equally well as a Search and Rescue helicopter.

The principal task of No. 846 Squadron is to develop Commando helicopter tactics and to expertise in the support role. To this end the squadron has carried out a large number of Naval and Joint Service trials. As the only permanent front line disembarked squadron, it is available for any operational task and has already served in Northern Ireland.

Each year it goes on operations in Northern Norway (see picture above) to provide training for the Commando Squadron earmarked for Northern Flank operations.

### **DANGER—WATCH OUT!**

At no time before, during or after the flying display should members of the Public attempt to approach the runway. Aircraft will be landing and taking off from approximately 10.30 a.m. to 7.30 p.m. The Public are asked to keep within the roped-off area and particularly to ensure that children are not allowed to wander on to the runway.

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## Currie Wot

Mr. L. W. Richardson is today flying his home-built Currie Wot biplane. He flew Lancasters during the war and is an ex-chairman and a current member of the Sunderland Flying Club. He is a member of the famous "Barnstormers" team but confines most of his flying to the Northern half of England.

His Currie Wot cruises at 75 m.p.h. and lands at 35 m.p.h. The engine is a Lycoming 55h.p. which uses about  $2\frac{1}{2}$  gallons of fuel an hour. It has an endurance of about  $2\frac{1}{2}$  hours. Extremely manoeuvrable, it has a take-off and landing run of between 70 and 100 yards.

Today he will be demonstrating the ease with which the aircraft can be handled and will also carry out his famous "limbo" act. This consists of flying under a rope suspended between two poles, the rope being gradually lowered until, on his third run, the clearance is approximately 12in. at the wingtips and 18in. in height!

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Whether you live in town or country, the EVENING POST has something for YOU.

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# Model Aircraft Exhibition

On view in the large marquee immediately adjacent to the model aircraft flying circle are some of the actual scale models used in, and to publicise the film "The Battle of Britain."

The flying display, and the exhibition, are a joint promotion of the No. 168 (City of Leeds) Squadron, Air Training Corps, and the Spensborough Aeronautical Society.

Within the flying circle there will be displays by the "Crusaders" Model Aerobatic Team plus a wide range of control line flying, including the World War I type biplanes and tri-planes that have proved to be such a big attraction at previous shows.

The exhibition will include a large display of plastic scale model aircraft and examples of beginners' models—both flying and static—from 168 Squadron, with cadets on hand to give advice to would-be aeromodellers. There will also be an aircraft recognition contest with an aircraft model as first prize.

There will be a 5p admission charge to the exhibition.

## Slingsby Sailplanes



The Slingsby T.61a Falke powered sailplane due to take part in today's display was still under construction at the time of writing this piece. However, it was hoped to have the aircraft completed and test-flown in good time for it to appear today.

Of robust construction, the T.61 has pleasant flying characteristics and combines the safety of a glider with the cruise performance of a light aircraft. The wing span is 50.2ft. and the maximum level speed 93 m.p.h. The 45 h.p. engine can be operated by a hand lanyard from the cockpit or by electric starter.



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