

**SSAFA**  
**AIR DISPLAY**

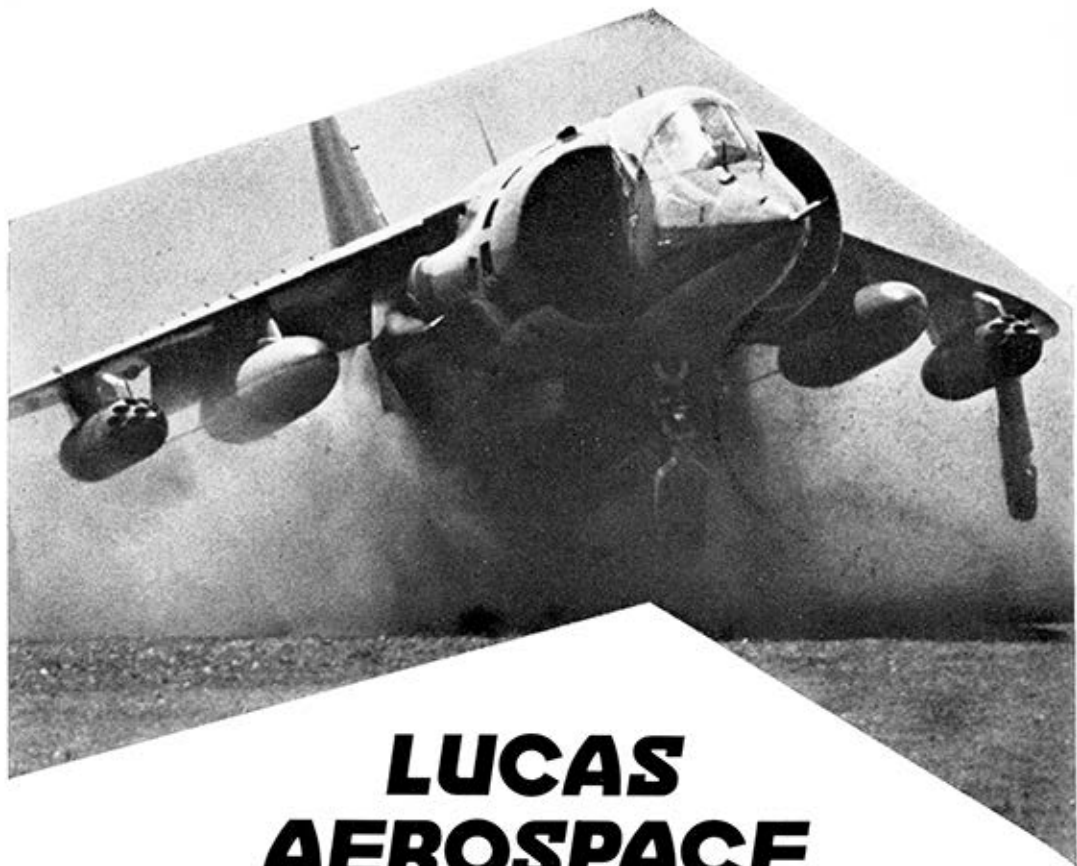
OFFICIAL PROGRAMME

**RAF CHURCH FENTON MAY 28th 1973**

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# UGLIFICATION!

"I never heard of uglification," said Alice.

The Gryphon lifted up its paws in surprise. "If you never heard of uglification, you are a simpleton."

Alice would have known in a moment all about uglification if she had been at RAF Church Fenton at the end of last year's Air Display. Uglification was then personified by literally tons of rubbish—toffee papers, crisp packets, cigarette ends, the remnants of packed lunches, chocolate boxes, the lot!

YOU—and your children—can save this airfield, where we hope you are having a happy day and one to be remembered, from another bout of uglification. Just take the rubbish home with you **please**. One family's litter is not much of a burden in the car. But every family's rubbish scattered and wind-blown all over the place is a positive mountain of uglification.

Thank you in anticipation.

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# Welcome back Red Arrows

It was a tremendous disappointment to thousands of people that the Red Arrows were unable to take part in last year's SSAFA Display. They were in the U.S.A. and Canada spreading goodwill—and skill—abroad but this year they're back and we extend a warm welcome to these aerobatic ambassadors. This is their ninth season and the team have now given some 700 displays throughout Europe, North America and the Middle East.

To cater for as broad a spectrum as possible, a good formation aerobatic display must be a successful blend of professional and spectacular sequences, and to achieve this many hours of intensive training and practice are required.

No matter what the difficulties, the team must always display to the best possible advantage. The leader will have had to assess the weather conditions, to have decided how the terrain and obstacles will affect the show, and his judgment will decide the type of display sequence. Throughout he must always fly smoothly and accurately, whilst positioning his manoeuvres within the confines of the display site.

The Red Arrows' leader has three basic displays from which to choose. The first, and most preferred because of its continuity and flow, is the full or fine weather display. This consists of a series of loops, rolls and wing-overs and additionally, full use is made of the good conditions to demonstrate the more exotic set-piece manoeuvres.

The alternative, the intermediate or rolling display, is restricted to rolling aerobatics only and requires a cloud base no lower than 2,500ft. In poor weather conditions—cloud base 700ft.—the flat display is flown. This restricted display consists basically of level turns to demonstrate the varied formation patterns.







# The Squadron of the Fox



**Commander**



**Aircrew**



**Buccaneer: long-range, strike-attacker**

This is the RAF's 12 Squadron; the fox, as you can see, is its mascot. And if you were looking for an example of the way RAF flying differs from civil flying, 12 Squadron is an excellent case in point.

Airline flying is, classically, "straight and level". It has to be: airlines are in business to deliver fast, comfortable transport—at high altitude, day in, day out; routine flying.

12 Squadron is in business to deliver weapons of war; and to do so by exploiting the only known gap in modern air defence—by skimming under a radar net. This is high-speed, low-level flying, two men to an aircraft, working as a team. Hugging the terrain for tactical advantage, positioning their aircraft for effective combat, they are under stresses as high as 5G; and, with in-flight refuelling, sorties can be several hours in length. Any member of the Squadron will tell you that this is the most demanding, therefore the most satisfying kind of flying there is.

It is for flying like this that the RAF lays down its requirements in recruiting and training aircrew. Specifications are exacting—in physique, in temperament, and in capacity to respond to intensive

technological training. At the Officer and Aircrew Selection Board at Biggin Hill, rejection is more common than acceptance.

But to the young man with the right motivation, the appeal of RAF flying is unfailing. "There is" any member of 12 Squadron will tell you, "nothing like it."

*The RAF has opportunities now in flying, engineering and Air Traffic and Fighter Control. As a flying man you would be earning £2,603 to £3,230 on your first Squadron. For more information, use this coupon: take it to your nearest RAF Careers Information Office (address in telephone book), or post it.*

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**Royal Air Force**

*Please enclose a separate note listing  
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## Skydivers Galore

We are fortunate today in having two of the best skydiving teams in the country in the programme. The Endrust Skydivers (nine of whom are seen forming a star in the picture above) are sponsored by the famous Birmingham car-proofing company and are the European 10-man star champions and hold the European record with a 13-man star. The Falcons (below) are the R.A.F.'s parachute display team and this season promises to be one of their best ever, they having at least 40 displays lined up at points as far afield as Brazil and Hong Kong.





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# Royal Navy Participation

We have come to expect the Royal Navy to do something different at these displays and this year their contribution is an exciting one: featuring the old and the new.

The Firefly pictured below has a fascinating story: delivered to No. 814 Squadron in July, 1949, in November that year she force-landed in Dublin and was impounded by the Irish authorities. Via a repair yard, the Far East and Korea, she found her way to the Royal Australian Navy and was finally put up for disposal in 1966.

In October that year, H.M.S. Victorious visited Sydney and during a flypast, Firefly WB 271 was spotted and Lieut./Cdr. Mike Apps master-minded a plan to get her to the Fleet Air Arm Museum. A whip-round resulted in the Firefly being bought for £160 and eventually returned home to Yeovilton.

The other veteran pictured here, Sea Fury TF 956, was the first Mk.II version, built in 1948. She saw service in Korea before her active life ended in 1962. Following storage and restoration she flew again for the first time in nine years in January 1972.

Today's Royal Navy is represented by a big Sea King helicopter and a Wessex helicopter. The technique of abseiling will be demonstrated from the latter.

**FIREFLY**



**SEA FURY**



# Aerobatics International

From a small partnership formed in 1965 to buy a Zlin Z226 Trener Special, the Aerobatics International group has grown to the point where it owns two Zlin X526 Treners and a Pitts S1 Special, bought in the U.S.A.

Pilots in the group have taken part in every World Aerobatics Championships since 1964 as members of the British Aerobatic Team and have been finalists on each occasion since 1966. In the last two World Championships, Aerobatics International pilots have been placed in the top 10, out of approximately 60 pilots on each occasion, with competitors of a very high standard who are often State-sponsored.

Although often performing for displays such as today's, the chief aim of the group is to operate the best possible aircraft for training and participation in international aerobatic competitions.

The Zlin display, which we shall be seeing today, is a solo demonstration of international competition aerobatics, taking the form of a full sequence of aerobatic manoeuvres, flown at heights between 3,000ft. and 500ft.



## Northern Air Taxis Limited

Thirty-five people at today's display will experience the luxurious accommodation of Northern Air Taxis' five Beagle 206 twin-engined eight seaters (one is pictured above), for the company is generously providing 35 free flights as prizes. Besides the Beagles, the company, which has its headquarters at Leeds-Bradford Airport, owns a Cessna 337 twin-engined six-seater; a Cessna 210 six-seater and the latest pressurised executive 276 m.p.h. Cessna Golden Eagle.

The air taxi side of the company handles an average of 6,000 passengers a year and they find it increasingly convenient to use the company's mini-terminals at Yeadon, Manchester and Doncaster, where they can avoid the main passenger terminals and need only arrive five minutes before take-off.

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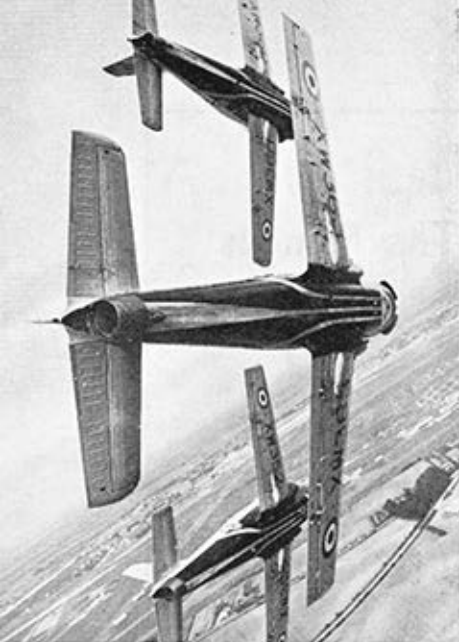
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## The Poachers

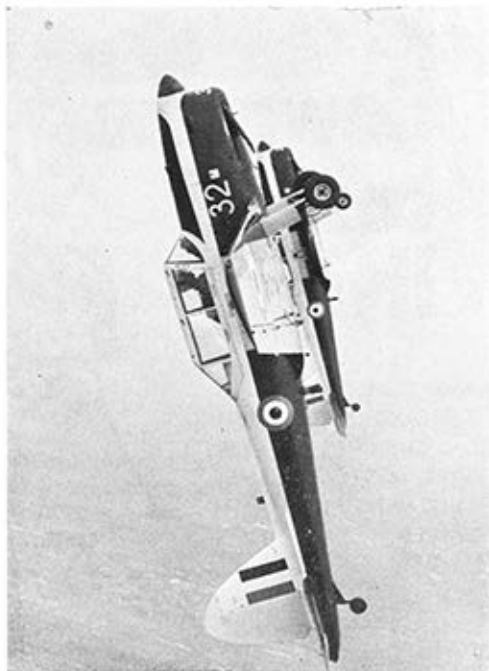
Based at the Royal Air Force College, Cranwell, Lincs., The Poachers take their name from the official march of the college, that famous old tune: "The Lincolnshire Poacher". The team's pilots are all flying instructors at Cranwell and use Jet Provost Mk. 5 aircraft. Team leader is Squadron Leader J. B. Robinson, A.F.C., aged 39, from Essex, at one time an instructor here at Church Fenton. He has been at Cranwell for three years, and in 1972, was flying instructor to H.R.H. The Prince of Wales. In the No. 2 position is Flt./Lieut. Colin Woods, aged 29, from Hartlepool, who used to fly Vulcans at Waddington. Flt./Lieut. B. A. S. Lawrence, aged 29, from Portsmouth, is in No. 3 slot. He formerly flew Victors in the air-to-air

re-fuelling role. At No. 4 (generally the rearmost aircraft, from which the picture on the left was taken), is Flt./Lieut. Eddie Danks, aged 27, who used to fly Canberras. Team adjutant and the man who flies the spare aircraft on tours is Flt./Lieut. J. C. Barnett, aged 35. The five pilots have a combined flying experience of 15,000 hours.

## The Poachers and The Blue Chips

### Blue Chips

The R.A.F.'s only piston-engined aerobatic display team, The Blue Chips, is based here at Church Fenton and is in its fourth season. The team's aircraft are Chipmunk T.10 primary trainers which are flown by Flt./Lieut. Gordon McMurray and Flt./Lieut. David Reason. Both are flying instructors. The team manager is Squadron Leader Jim Bayliss and the team engineer is Sgt. William Fenwick. The Blue Chips' display is based on a series of aerobatic manoeuvres performed in synchronisation they they pass each other from opposite directions. Chipmunks are powered by Gipsy Major Mk.8 piston engines, developing 145 b.h.p., giving a top speed of 120 knots in level flight.



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further into the world of sport,  
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## The Daily Telegraph



## The Torva Concept

The Torva designers are active in soaring and have been for many years. They came together to produce these sailplanes in Yorkshire and have succeeded in manufacturing an advanced sailplane at a very moderate cost.

The model being demonstrated today is the Torva 15 Sprite, a single-seat club glider for training and recreational flying. Mr. Chris Riddell, Managing Director of Torva Sailplanes Limited, Pickering, is seen here being strapped into the cockpit in preparation for a flight. He has been flying gliders for over 20 years and is a former chief instructor of the Yorkshire Gliding Club.

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## A Very Rare Bird

There are ex-Bomber Command types who make the pilgrimage to RAF Waddington to see one of the last of the Lancasters which has its home there. We're fortunate indeed in that today the "Waddington Lanc"—PA474—built in 1945, will be flying in our display.

This very rare bird could hardly be described as a veteran of the air war but she has been restored as faithfully as possible to represent Lancaster KM-B, of No. 44 Squadron, in which Sqdn.-Ldr. J. D. Nettleton won the Victoria Cross for an attack on the U-Boat factory at Augsburg in 1942. Six Lancasters of 44 Squadron set out on the raid but KM-B was the only one to return. She went on to complete many more raids before being broken up in 1947.

PA474, which now dutifully represents her, spent six years making an extensive photographic survey in Africa and was later used on flight re-fuelling 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 allocated to Waddington so that she could be kept in flying trim.

# Capability in Aerospace

EMI Electronics Limited has been supplying equipment for the RAF for over 30 years. The company is a leader in the reconnaissance field and is currently developing a new search radar, for the Nimrod, the RAF's maritime jet aircraft.

Other aviation products include the reconnaissance pod for the RAF Phantom, infra-red devices for aerial survey work, radar recorders and aircraft data systems. Space products include telemetry systems and missile fuzes.

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# And still going strong! — a short history of SSAFA displays

Since 1949, SSAFA air displays have been staged in the North of England (with the exception of 1958) and getting on for a million people have, during those years, seen some of the world's finest aerobatic teams in action as well as being thrilled—in the early days anyway!—by the flying of what could only be described as stuntmen.

The displays were held at Yeadon Airport between 1949 and 1955. The 1956 display was at Liverpool and the following year it was staged at Blackpool. There was no display in 1958 but the show returned to Yeadon in 1959 and continued there until 1962 when the complications of fitting-in the display with scheduled air traffic movements led to its transfer in 1963 to R.A.F. Church Fenton, where the authorities immediately eased this problem by closing the airfield to all but essential and display aircraft during the weekend of the show. The display has continued at Church Fenton since that time and has become recognised as the leading civil and military flying event of the year in the North.

Highlights remembered from over the years include: the mystery of what happened to a squadron of U.S.A.F. Super Sabres which failed to appear at Yeadon. It transpired that they had put up a magnificent show above a cricket match at Roundhay Park, Leeds!

In 1954, Royal Navy Sea Furies thrilled the Yeadon crowd with a rocket-assisted take-off.

The 1959 show included the National Air Races and a disappointment for "Bird Man" Leo Valentine whose aircraft developed an oil leak spraying him from head to foot and clogging his wooden wings. The aircraft landed in Wharfedale with Valentine almost glued to his bicycle seat on the wing strut.

The famed Treble One Squadron put on a magnificent show during the 1959 event at Yeadon.

In 1966, at Yeadon, there were only 12 events including the "scheduled arrival and departure of a B.K.S. Dakota!"

A Transport Command Britannia made a "touch and go" at Yeadon in 1962 and left the "go" a little late. But the white-faced crew of a West Yorkshire double-deck bus parked on Victoria Avenue, near the end of Yeadon's runway, left in double-quick time as the huge transport lumbered toward them, clearing the roof of the bus by what seemed inches!

# 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. Beagles of Northair Aviation Limited.
- Event 2. Trident of Northeast Airlines.
- Event 3. Bulldog, from R.A.F. Church Fenton.
- Event 4. Synchronised aerobatics: The Blue Chips.
- Event 5. VC-10, from R.A.F. Brize Norton.
- Event 6. Vulcan, from R.A.F. Waddington.
- Event 7. Lancaster, from R.A.F. Waddington.
- Event 8. Formation aerobatics: The Red Arrows.
- Event 9. The Endrust Skydivers Free-Fall Team.
- Event 10. Solo aerobatics: Zlin of Aerobatics International.
- Event 11. Torva Sprite Sailplane.
- Event 12. Solo aerobatics: Fouga Magister of the Belgian Air Force.
- Event 13. Abseiling demonstration: Wessex from R.N.A.S. Yeovilton.
- Event 14. Firefly, from R.N.A.S. Yeovilton.
- Event 15. Sea Fury, from R.N.A.S. Yeovilton.
- Event 16. Sea King helicopter, from R.N.A.S. Culdrose.
- Event 17. Formation flypast: Varsities, Dominies and Jet Provosts, from R.A.F. Finningley.
- Event 18. Hurricane, from the Battle of Britain Flight, R.A.F. Coltishall.
- Event 19. Demonstration of Yorkshire Aeroplane Club aircraft.
- Event 20. Cessna Aerobat, flown by Mr. Glen Stewart.
- Event 21. Nimrod, from R.A.F. Kinloss.
- Event 22. Blackburn B2, from Hawker Siddeley Aviation, Brough.
- Event 23. Beaver, from 15 Flight, A.A.C., Topcliffe.
- Event 24. The Falcons, the R.A.F's. Parachute Display Team.
- Event 25. Phantom, from R.A.F. Leuchars.
- Event 26. Formation aerobatics: The Poachers, from R.A.F. Cranwell.

The Flying Display is due to start at 13.45 hrs. and end at 17.06 hrs.

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## FLYING PROGRAMME OFFICIALS

Air Traffic Controller:

Squadron Leader G. F. Walden, 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,  
Yorkshire Post Newspapers Ltd.



# Acknowledgements

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 to assist in this annual SSAFA Air Display as under:—

The Ministry of Defence (Navy, Army, Air) the Royal Air Force.  
The Belgian Air Force.

All participants in the flying programme and the ground displays.

The G.O.C. North East District.

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 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 R. Williams, West Yorkshire Constabulary, in charge of all traffic arrangements.

Tadcaster Rural District Council.

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, and all programme sellers.

The Automobile Association.

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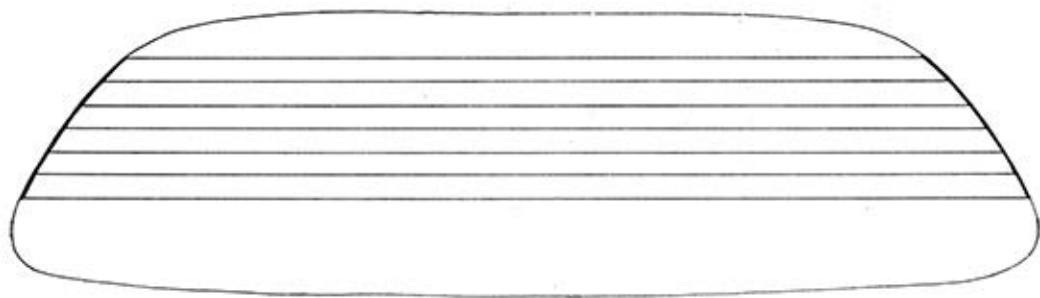
The Headmaster and St. Camillus School.

Chaplains of Leeds.

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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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A plaque marks the house where Captain Cook once lived. In 1768 he sailed from Whitby in the Endeavour for Tahiti.

The carving of jet into bracelets, brooches and other ornaments, once a considerable industry is today almost a lost art.

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# Today is a Family Day

Most of you here today have brought the family with you for a day out. And SSAFA, which benefits from the Air Display you have come to see, is very much a family concern.

But most of SSAFA's families are the unfortunate ones . . .

Young wives living in Germany or Aldershot or some other garrison, who would dearly love a day out with their families and who are always worried because their husbands are on duty in Northern Ireland.

Soldiers, sailors and airmen serving all over the world whose homes are in Northern Ireland and who listen to the radio and wonder if their families are safe—and if they dare go home on leave to see them, or if their presence would put their families in greater danger.

The widows of men who served in the two World Wars and families of younger men who have had long spells of sickness and unemployment since they left the Services—in the days when pay and pensions were not what they are today.

These are SSAFA's families—and, fortunately, wherever they live, one of SSAFA's 12,000 voluntary workers is bound to be close at hand, ready to help in time of need.

For once a man or woman has served in war or in any of the regular armed forces, his or her family can call upon SSAFA for help for the rest of their lives.

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# Yorkshire Aeroplane Club

The 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 other members of their large staff of part-time instructors.

Established in 1909, the Yorkshire Aeroplane Club is situated at the Leeds and Bradford Airport, Yeadon.

The club is open seven days a week throughout the year. Its main purpose is to teach people from all walks of life how to fly and to provide facilities for recreational and touring flying for private pilots.

All the aircraft taking part today are normal club aircraft. Apart from the two-seater trainers, the club also has three four-seater aircraft and a twin-engined Piper which are available for touring and business trips.

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## Aircraft taking part in today's show will include:

**BEAVER.** An all metal aircraft, the Canadian-built Beaver is powered by a Pratt and Whitney radial engine and has outstanding short take-off and landing features. It carries five passengers or 1,000 lbs. of freight, and its roles include dropping parachutists, supply dropping, photography and casualty evacuation. It can cruise at 128 m.p.h. for up to 5½ hours.

**BLACKBURN B2.** Built in 1932, this veteran trainer has been kept in superb condition by the Hawker Siddeley company at Brough. A total of 45 B2s was built, and with their side-by-side seating, they proved to be excellent training aircraft and keen rivals for the Tiger Moth. Span 30ft. 2in.; length 24ft. 3in.; maximum speed 112 m.p.h.

**DOMINIE.** Used to train navigators for high-performance aircraft, the Dominie T.1 has twin Viper turbojets mounted at the rear and is the military version of the famed H.S.125 executive jet. There is accommodation in the military version for two pilots, navigation instructor, two pupils and a supernumerary. Span 47ft.; length 47ft. 5in.; height 16ft. 6in.



**DOMINIE**

**FOUGA MAGISTER.** A light two-seat twin-jet trainer originally developed for the French Air Force, the first Magister aircraft made its maiden flight on 7th July, 1954. The type was ordered by Belgium under a NATO training programme. Variants have been exported to Germany, Austria and Finland and licenses have been granted for local production in Israel. Span: 37ft. 5in.; length 33ft.; height 9ft. 2in.

**GNAT.** The Gnat T.Mk.1 two-seat advanced trainer has proved ideal for bridging the gap between the basic trainer and high-performance front-line aircraft. It features exceptionally docile handling characteristics, and these matched with a high rate of roll and climb make it the ideal aircraft for aerobatics, as proved by the Red Arrows. Span 24ft.; length 31ft. 9in.; height 9ft. 7½in.

**JET PROVOST.** A standard basic trainer, the "JP" is powered by an Armstrong Siddeley Viper turbojet and is used by several of the R.A.F.'s aerobatic teams. Instructor and pupil sit side by side. Span 36ft. 11in.; length 32ft. 5in.; height 10ft. 2in.

—Continued on Page 29





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## Aircraft taking part (continued)

**NIMROD.** Developed from the Comet C. Mk. 4C., this is the world's first land-based turbojet submarine hunter-killer and maritime reconnaissance aircraft. It has a higher speed and greater endurance than the Shackleton, which it replaced, and carries the latest electronic detection systems and anti-submarine weapons. Span 114ft. 10in.; length 127ft.; height 30ft.

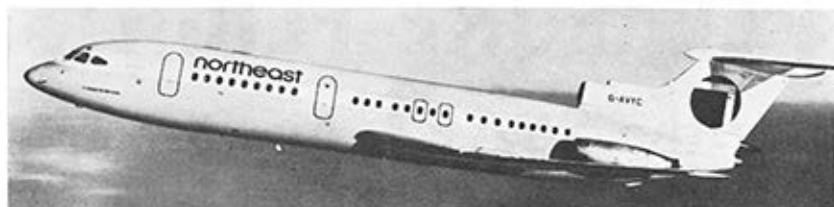
**PHANTOM.** The R.A.F. version of this American-designed aircraft is powered by two Rolls-Royce Spey engines. It can fly at up to 1,400 m.p.h. and in the strike role can carry more than eight tons of weapons. American versions have won 15 speed and climb world records. Span 38ft. 4in.; length 57ft. 11in.; height 16ft. 3in.



PHANTOM

—Continued on Page 30

## Aircraft taking part (continued)



### TRIDENT

**TRIDENT 1E.** This type of aircraft is used by Northeast Airlines on its scheduled services between London and Newcastle and also on its international routes. The first Trident flew on 9th January, 1962, and the first 1E variant on 2nd November, 1964. A total of 15 was built and the version used by Northeast has room for up to 139 seats.

**VC-10.** One of the world's fastest multi-purpose transport aircraft, the VC-10 provides British forces with unparalleled flexibility and speed of deployment. It can be operated in the troop transport, freighter or aero-medical roles. It has a fuselage of the same size as the standard VC-10 but has the more powerful engines, wings, fin and undercarriage of the civil "Super" VC-10. Span 146ft. 2in.; length 158ft. 8in.; height 39ft. 6in.

**VULCAN.** The Vulcan B.Mk.2 delta-wing bomber can carry a large number of 1,000lb. bombs over a considerable range and deliver them with great accuracy at any time or in any weather. This powerful aircraft also retains its nuclear capability. It is powered by four Bristol Siddeley Olympus turbojets. Span 111ft.; length 99ft. 11in.; height 27ft. 1in.



### VULCAN

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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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