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*Just one ice cream carton
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Multiply that by the number
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imagine the mess*

THE RED ARROWS

This year marks the 10th successive season for the Royal Air Force's official aerobatic team, the Red Arrows, which has already given some 800 displays throughout Europe, North America and the Middle East.

Let's have a quick look at the basic organisation: the Red Arrows are equivalent to a standard R.A.F. Squadron and they form part of the Central Flying School (CFS) based at R.A.F. Little Rissington, Gloucester. This is appropriate since this unit, one of the oldest military flying establishments in the world, is the centre of pure flying within the R.A.F., responsible for the training of all fixed-wing and helicopter flying instructors and also evaluating piloting standards throughout various Air Force commands.

The Red Arrows are a detached squadron of CFS, operating from R.A.F. Kemble, near Cirencester, under the command of their team leader S/Ldr Ian Dick. Completing the team are the pilots, a manager, adjutant, engineering officer and 28 airmen groundcrew.

It is in December that training for the new season really gets into gear. Most training is carried out at Kemble, although advantage is taken of good weather at other suitable airfields.

The team flies up to four sorties every day when training, initially with small formations of aircraft, but gradually building up to the full team. Each training session is evaluated by the team manager from the ground and all are also recorded on video tape by the team's cameraman.

The intensive training period for the team is completed by April, at which time the display sequence is watched by the Commander-in-Chief, Training Command, who must give his approval before the Red Arrows can display to the public.

On average, the team will fly four displays a week during the season, departing from base on Thursday returning Monday morning. This hectic pace starts in April and ends in mid-October.

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THE VERSATILE WESSEX

The Royal Navy will be represented today by the Wessex Mk.V, a twin-engined short-range helicopter built by Westland Aircraft at Yeovil. In the Navy it is used primarily in the Commando role although it can, of course, be used for Search and Rescue operations.

In the Commando role, the helicopter is used for rapid assault by Royal Marine Commandos operating from Commando carriers and assault ships around the flanks of NATO. It carries up to 15 fully-armed Commandos and their equipment. The machine can also be used as a gun-ship providing close support for the troops with machine-gun fire, rockets and guided missiles.

The Wessex appearing today is from 846 Headquarters Squadron, the Commando H.Q. Squadron of the Royal Navy, which evaluates new techniques, undertakes trials on new equipment and establishes policy on all aspects of Commando helicopter operations in the Fleet.

THE FALCONS

Over the years the Falcons have thrilled audiences throughout the world with displays of daring free-fall parachuting. They are one of the few parachute teams capable of landing 12 men accurately on two small target crosses, after performing an aerial pattern during one minute of free-fall.

Since the Falcons have been operating as a free-fall team, experience has shown that the attraction of the team depends on two main features: the movement of the parachutists across the sky in free-fall, using coloured smoke to show their positions and controlled parachute descents on to a pre-determined target.

The prevailing weather dictates the height from which the team performs and, in order to cater for varying conditions, two main display patterns have been evolved. They are: Bomb Burst (at 12,000 to 5,000ft); Stack Pull (5,000 to 2,500ft).

In 1968, the team adopted its first live falcon mascot which accompanied them all over the world and proved to be a star attraction. "Shukee," the current mascot, arrived in 1973 and thoroughly enjoys travelling with the team.

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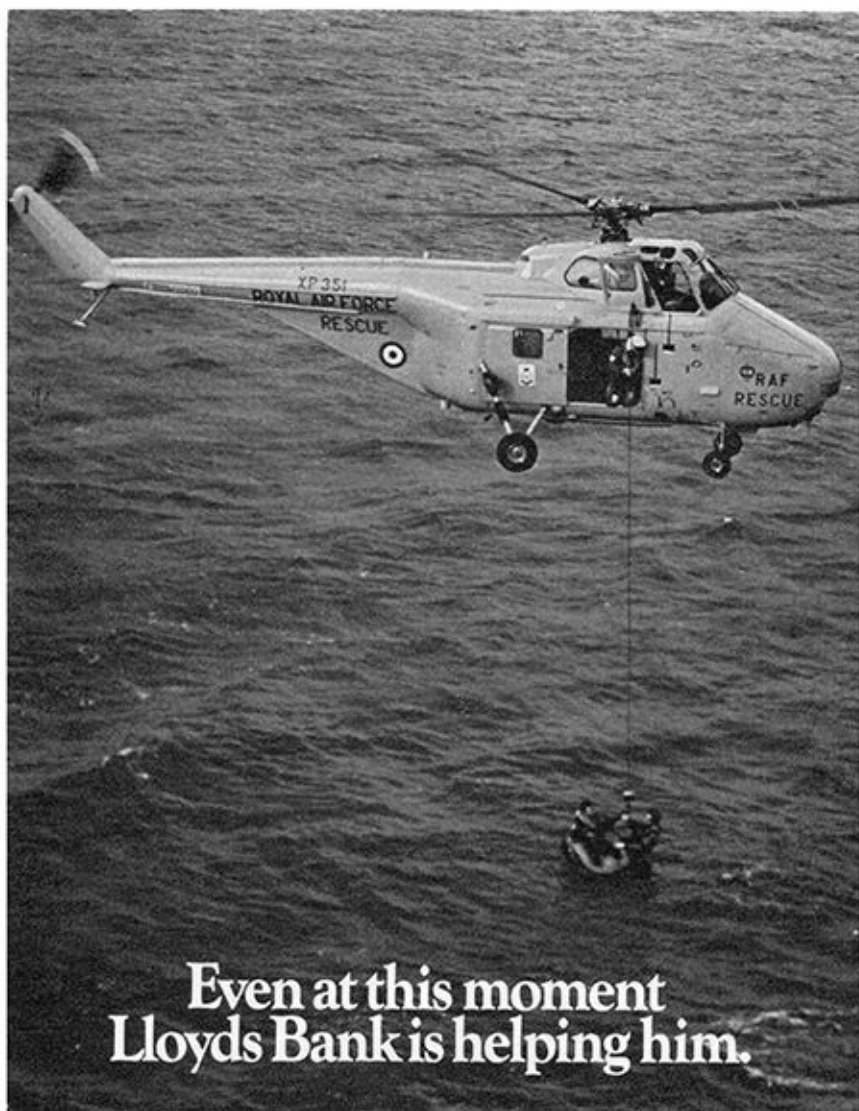


ROTHMANS AEROBATIC TEAM

In just four years, the Rothmans Aerobatic Team has become a star item at air displays throughout Britain and Europe. The story of the team goes back to 1970 when Rothmans decided they would challenge the crowd-pulling power of professional air force teams by forming the first European full-time civilian aerobatic team.

Leading the team is S/Ldr "Manx" Kelly, who retired from the R.A.F. after 19 years' service to set-up the team. One of Britain's top aerobatic champions, he won the Esso Tiger Flying Trophy in 1969. He became British Champion two years later.

Another original member of the team still with "Manx" is Iain Weston, another ex-R.A.F. pilot who led an R.A.F. formation team in West Germany before he flew with Rothmans. The other full-time pilots who make up the group are Mike Findlay, a Scotsman who was a co-pilot on the Queen's Flight and who has flown every member of the Royal Family; and Derek Mills who flew Vampires and Jet Provosts whilst on military service. The Rothman's aircraft are the S2A version of the Pitts—twin seaters with 200 h.p. Lycoming engines and constant-speed propellers.



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SSAFA's 25th SHOW

Today's display is the 25th in the series organised by SSAFA and the majority have been held in Yorkshire. The displays have thrilled hundreds of thousands of people as well as giving them an insight into the world of aviation; a world that has developed to a fantastic extent since the first display was staged at Yeadon in 1949.

For the crowds there have been thrills, laughs, excitement and fortunately few untoward incidents. For the organisers and participants there have been endless headaches, a constant need for attention to detail but, finally, the satisfaction of a job well done.


Dates and locations of the displays have been: 1949 to 1955 Yeadon; 1956 Liverpool; 1957 Blackpool; 1958 no display; 1959 to 1962 Yeadon; 1963 to date—Church Fenton.

Unusual and interesting aircraft which have appeared over the years include: Vickers Supermarine Attacker, F.86 Sabre, Auster Ambulance Freighter, B50 Superfortress (1953); No. 14 Bleriot, Bristol Fighter, Fokker S.14, Sipa 200 Minijet (1954); Miles Falcon-Six, Comper Swift, Miles Sparrowjet (1955); 1910 Deperdussin, Sea Hawk (1956); B-66 Destroyer, de Havilland Mosquito (1957); Gloster Javelin, 1912 Blackburn Monoplane (1959); Nord 3202, Boeing KB-50 (1960); Bucker Jungmeister (1961); Bensen Gyrocopter (1962); Riley 65 (1964); 1922 English Electric Wren (1965).

Preparations for each year's display start a good six months ahead of the actual display and hundreds of hours are put in by Service personnel and civilians alike to ensure the success of each show. Essentially, it's a team job with, on the day itself, a need for split-second planned timings to be strictly adhered to by pilots and those on the Control Tower if all is to go well.

Usually it does, though one day, perhaps, the stories may well be told of the hair-raising moments, the gremlins and the hang-ups about which the public rarely hear!

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AEROBATICS INTERNATIONAL

Aerobatics International is a group of seven pilots, for whom competition aerobatics is a hobby, together with four able enthusiasts who help with the running of the aircraft. Pilots in the group have taken part in every World Aerobatic Championships since 1964 as members of the British Aerobatic Team, and have been finalists on each occasion since 1966.

They have given demonstrations with a variety of aircraft, including top-line aerobatic types, for nearly 10 years and, in the past three years, have put on displays before crowds totalling over two million people on two continents.

Today's display will feature the Zlin Z526 Trener, a tandem two-seat monoplane built in Czechoslovakia. It is powered by a Walter Minor 6-III six cylinder engine which develops 160h.p. at 2,500rpm. The display will consist of a solo demonstration of international competition aerobatics, taking the form of a full sequence of aerobatic manoeuvres, flown at heights between 3,000ft and 300ft.

It will include loops, rolls, flick rolls, stall turns, spins and other manoeuvres flown both in normal flight and inverted.

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 fleet of two-seater trainers, the club also has four four-seater aircraft which are available for touring and business trips.

New members are always welcome at Yeadon. A 'phone call to Rawdon 3840 will bring you all the information you need on membership and the fascinating sport of learning how to fly.

Best wishes from

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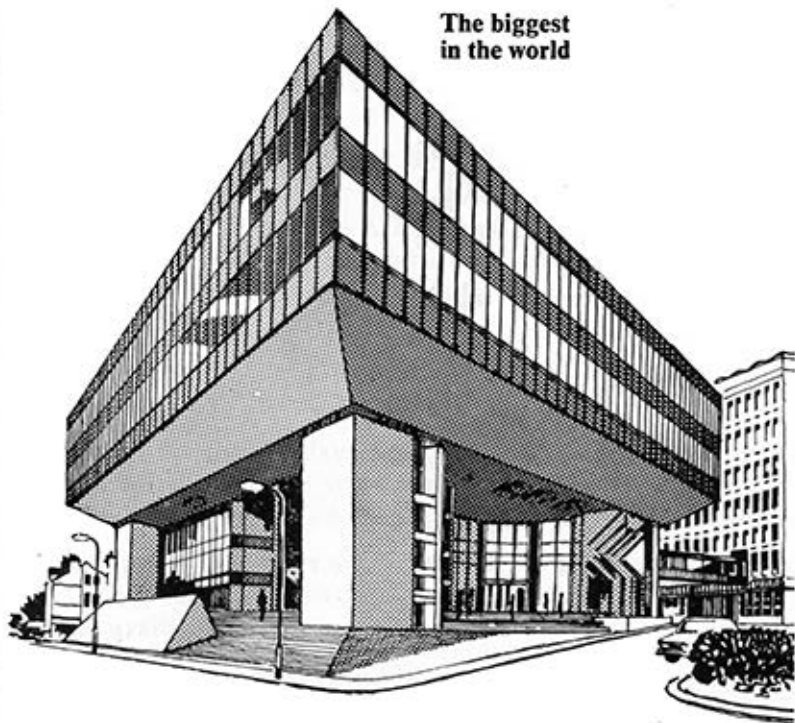
HALIFAX. This famous Yorkshire town was one of the centres of the wool trade of the 18th and 19th centuries; today it is probably better known as being the home of the Halifax, the world's biggest building society.

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A YORKSHIRE-BUILT BUCCANEER

In addition to the Buccaneers it acquired from the Royal Navy, the R.A.F. has ordered 42 of these aircraft from the Brough, Humberside, plant of Hawker Siddeley Aviation. The first of this new order flew on January 8, 1970.

Originally designated the Blackburn NA39, the Buccaneer was designed for sustained flight at near-sonic speed at sea level. The first aircraft (XK486) flew for the first time on April 30, 1958.

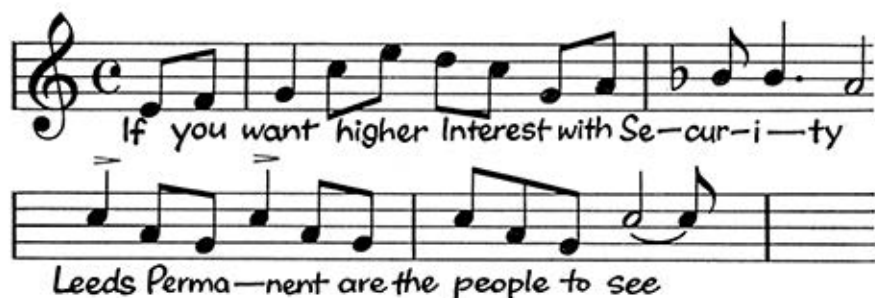
The crew of two sit in tandem on Martin-Baker zero-zero ejection seats.

THE BLUE EAGLES

This is the seventh year of operation for "The Blue Eagles" as the Army Helicopter Display Team is best known. The five light blue Sioux helicopters performed "rotorbatics" before over three million people last year.

Continuing the tradition of past seasons, the five display pilots are all non-commissioned officers drawn from A.A.C. squadrons on a volunteer basis.

They will demonstrate the versatility of the Sioux by displaying a succession of synchronised, high and low-speed manoeuvres and the extremely high level of skills and team work which are attained by Army pilots.



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FLYING PROGRAMME

(The organisers cannot hold themselves responsible for any alteration in the programme through circumstances beyond their control. Any such alteration will be notified via the Public Address System).

1. The Swords aerobatic team (R.A.F. Leeming)
2. The Red Devils (British Army Parachute Team).
3. The Bulldogs (R.A.F. Church Fenton).
4. Vulcan (R.A.F. Scampton).
5. Whirlwind (R.A.F. Leconfield).
6. Yorkshire Aeroplane Club demonstration.
7. Gnat solo aerobatics (R.A.F. Valley).
8. Rothmans Aerobatic Team.
9. The Blue Eagles (Army Helicopter Display Team).
10. Jet Provost solo aerobatics (R.A.F. Finningley).
11. Spitfire and Hurricane (Battle of Britain Flight).
12. The Red Arrows (the R.A.F. Official Aerobatic Team).
13. Hughes 300 demonstration (Twyford Moors Helicopters).
14. Pitts Special (Aerobatics International).
15. Meteor and Vampire (The Vintage Pair).
16. The Falcons (R.A.F. Parachute Display Team).
17. Wessex demonstration (R.N.A.S. Yeovilton).
18. Phantom (R.A.F. Leuchars).
19. Buccaneer (R.A.F. Honiton).

The Flying Display is due to start at 1400 hrs and end at 1700 hrs.

TODAY'S PRIZE LIST

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

Mr. Len Lyons, "Scene and Heard" Record Shop, Kirkgate, Leeds (full set of last week's Top Ten singles, plus LPs). Mr. I. M. Quinn, The Rythre Arms, Ryther (case of beer). Beatties of London, King Charles Street, Leeds (model kits). Yorkshire Flying Services Ltd. (free flight for three). City Varieties, Leeds (box seats for five for "Magic of the Music Hall" show on Monday, September 30). National Travel (North East) Ltd., (excursion seats for two). Yorkshire Post Newspapers Studios (free colour portrait sitting). Evening Post Women's Circle (shopping bags). British Airways (cabin bags). Air India (fitted picnic set). Joshua Tetley & Son Ltd., (four dozen bottles of special ale). Wallace Arnold Tours Ltd., (excursion seats for two). Wakefield Theatre Club (four tickets for show of Monday, August 26th). The Star Group of Companies (vouchers for nights out at the Leeds, Sheffield and Hull Hofbrauhauses). Debenhams, Leeds (Chanel No. 5 perfume set). Evening Post, Leeds (pop poster sets). Airfix (model aircraft kits). Pentagon Nightscene, Lower Briggate, Leeds (spice rack and spices).

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.

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 D. G. F. Palmer, O.B.E., 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 North Yorkshire Police. Chief Superintendent R. S. Hall, North Yorkshire Police, in charge of all traffic arrangements.

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The St. John Ambulance Brigade, East Midlands Area, West Riding Yorkshire.

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The Sea Cadet Corps., N.E. Area, Yorkshire, and all programme sellers.

The Automobile Association.

The Royal Automobile Club.

The Keep Britain Tidy Group.

All advertisers and donors.

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

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,
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THE WELCOME WHIRLWIND

Probably the most familiar aircraft in the skies around Britain's coastline are the bright yellow Whirlwind Mk.10 helicopters that have RAF RESCUE painted on their flanks.

The Yorkshire-based flight operating Whirlwinds—"B" Flight of 202 Squadron at Leconfield—recently made their 1,000th rescue, and are taking part in today's display.

Search and Rescue helicopters arrived at Leconfield in 1957 as "B" Flight to No. 275 Squadron and were then equipped with Sycamores. Since then they have been renumbered twice: to No. 228 Squadron in 1959 and finally to No. 202 Squadron in 1964.

Their first rescue was on June 1, 1957, when a man and a boy were cut off by the tide on the sands near Cleethorpes. Since then the flight has taken part in many notable incidents, such as the evacuation of 300 people from R.A.F. Fylingdales in January, 1963, when the station was cut off by snow. They also rescued the crew of the drilling rig "Sea Gem" when it collapsed in a storm in the North Sea in December, 1966.

The Whirlwind Mk.10 has a Rolls-Royce Gnome engine rated at 750bhp. Its maximum speed forwards is 95 knots and backwards 15 knots. It can also fly sideways at 15 knots. Maximum altitude is 10,000ft.

BATTLE OF BRITAIN FLIGHT

A Spitfire and a Hurricane from the Battle of Britain Flight are scheduled to take part in today's display. The Flight was formed at Biggin Hill in 1957 and consisted of two Spitfire PR Mk.19s, two Spitfire Mk.16s and the Hurricane.

In 1958 the Flight moved to North Weald and again in that year to Martlesham Heath. During this time the two Mk.16s were lost in flying accidents. In 1960, the Flight moved to the then HQ 12 Group at Horsham St. Faith and whilst there Spitfire PS853 was relegated to the role of static display at West Rainham. However, its being kept in first class order enabled it to rejoin the Flight before the move to R.A.F. Coltishall which is now its home.

Since arrival at Coltishall, a Mk.5 Spitfire (AB910) and a Mk.2 Spitfire (P7350)—the latter was in the "Battle of Britain" film—have been added to the Flight.

The problems of keeping these aircraft in flying condition can be imagined. Shortage of some spare parts is acute but with a great deal of loving care, the groundcrew of the Flight maintain the aircraft in first-class order.

Although it has somewhat been overshadowed by its more famous Spitfire contemporary, it is worth noting that the Hurricane was responsible for destroying three fifths of the enemy aircraft brought down in the Battle of Britain.

Designed by Sidney Camm in 1934 the Hurricane is a descendant of the famous Fury and Hart and was a forerunner of the Hunter. The first R.A.F. monoplane to enter squadron service, it carried twice the amount of armament of its predecessor, the Gladiator.

Having eight Browning .303 machine guns mounted in the wings, it was the first fighter in the world to bring this number of guns to bear on a target.

TWYFORD MOORS HELICOPTERS



The northern division of this national company is based at nearby Sherburn-in-Elmet airfield and some of their helicopters will be operating passenger flights following today's flying display (i.e. between 5.15pm and 6.30pm).

Currently, the company operates various types of machine but intends to standardise on the Hughes 300. This is an economical helicopter of benefit to private charterers and a good machine for utility work such as aerial surveys, photography and liaison trips. It can be fitted with flotation gear for over-water operation.

The Hughes 300 is piston-engined but the company also operates turbine-powered Hiller FH.1100 and Westland Gazelle helicopters.

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GROUND DISPLAYS

AEROPLANE COLLECTION LIMITED — This company was formed in December, 1973, to continue the work of the Northern Aircraft Preservation Society. For over 10 years the society has been collecting, restoring and exhibiting aircraft and associated equipment and has been instrumental in securing the preservation of more than 30 aircraft, some of which are on loan to other museums, including:

Avro Avian IIIa (Torbay Aircraft Museum, Paignton); de Havilland Dragon Rapide and B.A. Swallow (Royal Scottish Museum, East Fortune); Gloster Meteor T7 and de Havilland Vampire T11 (Royal Empire Museum, Croston, Lancs.); Miles Messenger 4A (Royal Air Force Museum); Saro Skeeter AOP12 (Historic Aircraft Museum, Southend); Mignet Pou du Cie 1 BAPC12 (Newcastle Museum of Science and Industry).

The company is now moving toward the establishment of a permanent aeronautical museum in the North West and are seeking donations, manpower and more exhibits. If you feel you can help, please write to:

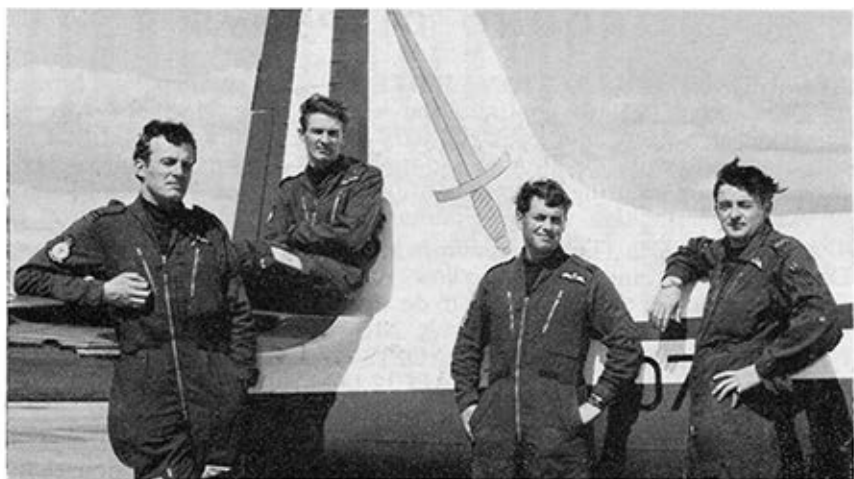
The Secretary, Aeroplane Collection Limited, 33 Kendal Court, Congleton, Cheshire.

WEST RIDING BRANCH OF AIR BRITAIN — One of the most active branches in the Association, its members will again be operating a sales stall at which will be available model aircraft kits, books, Air Britain publications and films. Specimen copies of the branch's own magazine, "Yorkshire Air News," will also be available and members will be glad to give information about the organisation to members of the public. A Flying Flea built by two branch members will be on display. It has been built as near as possible to follow the original plans of the French designer, Henry Mignet, and the engine with which it is fitted was built in the 'Thirties to power a similar aircraft.

PLEASURE FLIGHTS will be operated with fixed-wing aircraft before the actual air display and afterwards with helicopters. Humber Airways will operate Islander aircraft between 11 a.m. and 1.30 p.m. and Twyford Moors Helicopters between 5.15 p.m. and 6.30 p.m. Flights can be booked near the intersection on the South side of the main runway.

AVIATION NEWS is a fortnightly publication in newspaper format containing information and photographs on current aviation trends for both the aircraft historian and the model maker. Costing 20p an issue, the publication has been in existence for two years and there is an Aviation News stand on the airfield today. Editorial address: Burke House (Periodicals), London End, Beaconsfield, Bucks.

NORTH YORKSHIRE POLICE have an exhibition in the Public Enclosure showing various facets of police work, accident prevention and crime prevention. The Crime Prevention Department are featuring certain recommended devices for the prevention of burglary, car theft etc., and Accident Prevention have a device for testing people in emergency stop situations.



THE SWORDS

A new aerobatic team making their debut this season are "The Swords" from No. 3 F.T.S. Leeming, flying four Jet Provost Mk.V aircraft.

Taking their name from the Leeming station symbol, the team bring lots of skill and experience to a display that includes an inverted box push-out changing to a "T" — a unique manoeuvre for jet aircraft.

Leader of the new team is Flt/Lt "Bob" Thompson, of High Stakesby, Whitby (seated on tailplane) who led last year's "Gemini Pair". No. 2 is Flt/Lt. John Aldington (extreme left) a former member of "The Macaws". No. 3 is Flt/Lt. Michael Fox (extreme right), also a former Macaws pilot and No. 4 is Flt/Lt. Richard Thomas, of Northallerton.

GROUND DISPLAYS

WEST YORKSHIRE MODEL FLYING CLUB are presenting a display of model aircraft in conjunction with No. 168 (City of Leeds) Squadron, A.T.C. The club has over 50 members, most of whom fly radio-controlled models. They lease 180 acres of moorland at Barkisland, near Halifax, and on this is a 150ft x 50ft runway. Club meetings are held the first Thursday in the month at the Old Oak public house, Liversedge.

TATE RALLYE SPORT of Leeds, have a stand featuring the Capri RS3100, the Quick Escorts, RS2000 and Mexico. If you own a high performance car, or are just interested, take the opportunity to talk to Tate's expert personnel on their stand in the Public Enclosure. Or 'phone them later at Leeds 443131.

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THE RED DEVILS

A decade of devilry is being celebrated by the Parachute Regiment's free-fall team as they jump — for their joy and your pleasure — for the 10th successive season. The two dozen serving soldiers who make up the team have a breathtaking repertoire of free-fall displays in store for their nationwide audience that last year neared the three million mark.

Some of the equipment that the team "flies" looks more like inflated mattresses than parachutes. The fact is, the Red Devils are right up with the space age and the flexible glider-wing "Clouds" and "Sleds" which can dash about the sky with a forward speed of 30m.p.h. are a direct spin-off from the U.S. space programme. "The parachute has developed more in the last five years than at any time in its history," says Major Peter Schofield, the Red Devils' team leader.

He believes in keeping the parachutists he commands as up-to-date as possible to ensure the public get a good — and safe — show. All the Red Devils are experts — seven are qualified instructors in what is one of the nation's fastest-growing sports—and they research and develop new techniques and equipment to improve the very latest kit they can manage to obtain. The Team Commander proudly maintains that his men are the leading authorities on advanced parachuting this side of the Atlantic.

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. All dogs must be kept on lead at all times.

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BULLDOGS REPLACE CHIPMUNKS

The only piston-engined aerobatic team of the Royal Air Force, "The Bulldogs" are based at Church Fenton and replace "The Blue Chips" whose Chipmunk aerobatics have thrilled thousands at displays over the past few years.

Pilots making up "The Bulldogs" team are Flt/Lt. Mike Watkins, the leader, pictured here (left) with Lieutenant Alan Griffiths RN, and their so far un-named (at the time of writing) Bulldog mascot.

Both pilots are qualified flying instructors at No. 2 F.T.S., doing the preparation and training for air displays in their own spare time. The fully aerobatic Bulldog aircraft, with its side-by-side seating and tricycle undercarriage, entered service with Training Command this year.

Flt/Lt. Watkins, who is 28, and his wife Anne live at Lawson Road, Dringhouses, York. Lt. Griffiths, who is 27, his wife Susan and infant son Guy live at Northfield Way, Appleton Roebuck.

GROUND DISPLAYS

AUTHENTIC PUBLICATIONS feature exciting aircraft posters from the Spitfire and Lancaster to the Phantom and the Red Arrows. Also sets of prints, including engraving-type illustrations by W. R. Plowman, M.S.I.A., printed on stiff card in two colours (Battle of Britain set, or Walrus, Mosquito and Typhoon).

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THE VINTAGE PAIR

This is the third demonstration season for the Gloster Meteor T.Mk.7 (WA669) and de Havilland Vampire T.Mk.11 (XH304) which make up The Vintage Pair.

The two aircraft are flying history, representing a quarter of a century of aviation. A Meteor was the first jet to enter operational service with the R.A.F. (many were based on Church Fenton) and the Vampire was first flown in December, 1955. The one appearing today is the last to fly with the R.A.F.

Both aircraft are fully aerobatic and were in service with the Examining Wing of CFS until their role was changed to demonstration flying in 1972. They are maintained at Little Rissington as an historic aircraft training flight.

"Vintage" is the call sign of the pair which are flown by S/Ldr Tony Gregory (Vampire) and S/Ldr William Shrubsole (Meteor). Tony Gregory was once a qualified flying instructor at No. 3 FTS at Leeming. S/Ldr Shrubsole, who holds the A.F.C., flew Hurricanes and Thunderbolts in Burma; Tempest IIs at Odiham and Sabres in Germany. He formed and led "The Macaws" formation aerobatic team who appeared in the 1969 Air Display at Church Fenton.

GROUND DISPLAYS

NATIONAL COAL BOARD exhibition highlights the new coal discoveries in this area. Several boreholes north west of Selby have indicated the presence of more than 500 millions tons of rich coal at easily workable depths. A site for the mine has been chosen and detailed planning proposals are being drawn up.



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The HS.146

'GOOD NEIGHBOUR' JET

— more work for BROUGH

The HS.146 is Britain's new, quiet, short-field airliner and the H.S.A. market survey indicates sales of 500 by 1983. Christened the "Good Neighbour" jet because of its quiet, short-field performance, the HS.146 will enter service in 1977.

Design of the HS.146 cockpit and the allocation of the manufacture of the tail unit together with the intensive work programme on the Buccaneer, Harrier, Trident, Hawk, Phantom, and Airbus gives a further boost to the long term future of Brough.



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WEDNESDAY MAY 24

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