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Official Programme 20p



**AIR
DISPLAY**

RAF Church Fenton
June 22nd 1975

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R. A. F. C H U R C H F E N T O N

At its meeting in March, 1935, Tadcaster Council was startled to hear that "some of them Ministry fellas from London" had been looking at land at Church Fenton and talking of building an aerodrome. Local farmers were even more alarmed and felt that if there was anything in the rumour, the Government should be asked to make use of the existing aerodrome at Sherburn for their infernal machines.

Rumour became a reality and on June 13, 1935, the Evening Post announced that the Air Ministry had already purchased 260 acres of land at Church Fenton in order to establish a flying school. Local farmers received notice to clear the land of crops by the end of October.

It was all a part of the Government's expansion of the air force and 1936 saw the arrival of its first squadrons, equipped with Gauntlet and Gladiator fighters. In 1939 came Spitfires, Blenheims and Hurricanes and during the Battle of Britain the two fighter types saw a great deal of action, defending the coast and the towns and cities of Yorkshire.

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

It subsequently became the home of No. 2 Flying Training School which comprised a Primary Flying Squadron, on which R.A.F. and foreign air force students received about 30 hours' flying training prior to flying jet aircraft, and a Helicopter Specialist Pilot Squadron where Royal Navy Students received about 75 hours' flying, prior to training on helicopters. It was one of the first stations in the country to be equipped with the Bulldog trainer which replaced the famed Chipmunk.

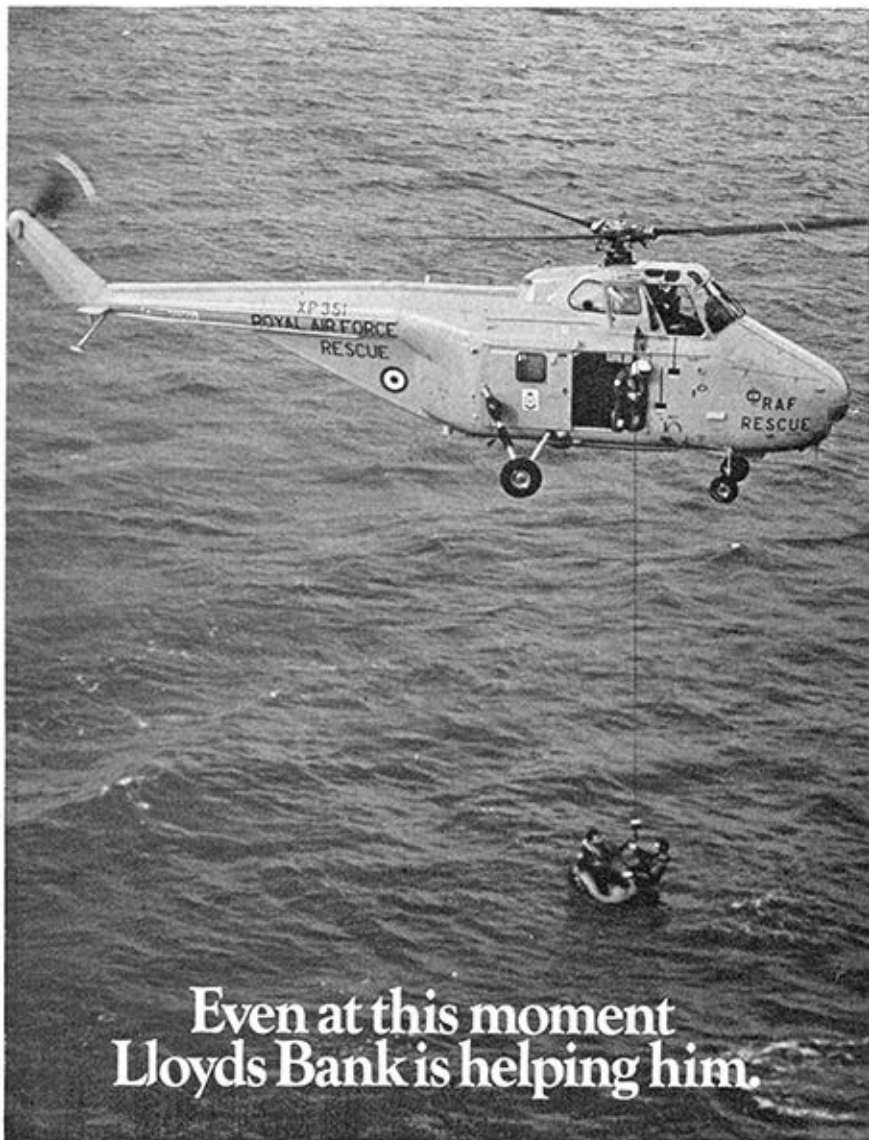
In the early 1970s the station was honoured by one of the cities it had defended during World War Two when it was conferred with the Freedom of Entry to the City of Leeds.

More recently the station has again been the subject of many rumours; many of them suggesting that its military role would be ended and that it might become the civil airport to serve Leeds, York and other surrounding cities and towns.

On August 12, 1974, came the announcement that the station was to be run down and reduced to a relief landing ground by March 31, 1975, because of the need to cut costs.

Over the past few months the vast majority of R.A.F. personnel have left the station and only a handful remain to maintain its status as a relief landing ground. Many of the R.A.F. personnel who have made today's display possible have been brought from R.A.F. Linton-on-Ouse, specially for the occasion.

What the eventual future of the station will be is still not clear; and there is a touch of sadness about the empty buildings, hangars, messes and the trim lawns and flower beds that have been "home" to so many famous names over the past 40 years.



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ROTHMANS AEROBATIC TEAM

Equipped with Pitts S.2A aircraft, oft-described as "the ultimate in airshow machines," this team has performed at over 300 airshows, including repeat performances at both Farnborough and the Paris Air Show. Their unique display has earned tremendous praise from pilots, officials and public alike.

Their skill was instrumental in the team receiving an invitation from Prince Rainier of Monaco to take part in the official celebrations for the 25th anniversary of his accession, and also for a special "exchange pilots" day with the world-famed Red Arrows.

Leading the team this year is 33-year-old Mike Findlay, a Scotsman who joined the R.A.F. in 1961. He was later posted to the Queens Flight where, over a period, he flew every member of the Royal Family. He later became a qualified instructor and was one of the editors of the R.A.F. Manual of Flight Training. He left the service in 1971 to join the Rothmans Team.

The other full-time members of the group are: Iain Weston, an extremely experienced ex-R.A.F. pilot who led an R.A.F. formation team in Germany and later performed solo aerobatic duties before joining Rothmans.

David Perrin, at 21, is the youngest member of the team. He obtained his Private Pilot's Licence at the age of 17. His exceptional flying ability has gained him much respect and won him the 1974 Air Squadron Aerobatic Championship.

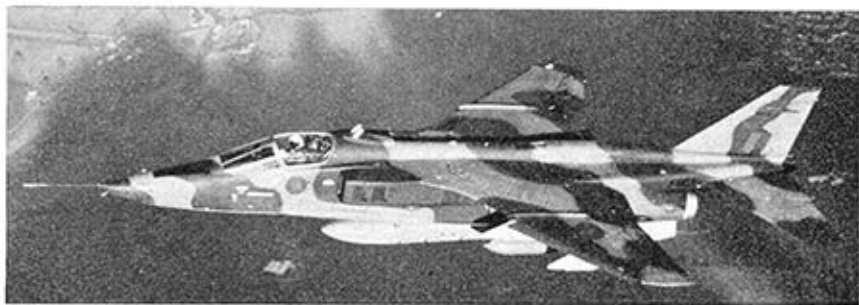
Colin Woods, aged 31, new to the Rothmans Team this year, also gained his PPL at 17. He joined the R.A.F. in 1961 and went on Vulcans. He later became a flying instructor and flew more than 80 displays with "The Poachers". Last year he won the Cranwell Instructors' Aerobatic Competition.

Final member of the team is Ben Kershaw, aged 24, the team commentator, who also flies the spare aircraft to displays around the country.

ANGLO/FRENCH JAGUAR

Appearing for the first time at the SSAFA display is a Jaguar close support/tactical strike and training aircraft which is a joint production of the British Aircraft Corporation and the French Avions Marcel Dassault/Breguet Aviation companies.

Pictured here is XX109, the second production Jaguar GR Mk1 for the R.A.F. with an asymmetric stores load. Powered by two Rolls-Royce Turbomeca Adour turbofan engines, the aircraft is supersonic at all altitudes. Five external positions accommodate bombs and rockets, and external fuel tanks can be fitted.



The Jaguar has an armament of two 30mm cannon in the close support version and one 30mm cannon in the training version. Wing Span is 27ft. 10in; length 50ft. 11in. (close support); height 15ft. 3ins.

The first R.A.F. Jaguar operational squadron (No. 54) is now "combat ready" at R.A.F. Coltishall and has achieved this status within a year of being formed. R.A.F. Jaguar squadrons are also being formed in Germany. First will be No. 14 squadron, based at Bruggen. Other squadrons to be equipped with Jaguars are No. 17 and No. 31.

THE FALCONS

When it comes to free-fall parachuting, The Falcons are renowned the world over. For one thing, they are one of the few teams in the world capable of landing 12 parachutists accurately on two small crosses, after they have performed an aerial pattern during one minute of free-fall.

Over the years, the Falcons have represented the Royal Air Force in Hong Kong and Australia, the Middle East, Europe and North America.

Free falling — or “sky diving” as it is more popularly known — was introduced into the R.A.F. in the late 1950s. The rapid development of new techniques led to the introduction of more sophisticated parachutes and in 1961 a free-fall team was formed, the members being qualified instructors from No. 1 Parachute Training School, Abingdon.

By 1965 it was decided that the team be officially adopted as the R.A.F. Free Fall Display Team. The name “Falcons” was given to the team because of their appropriate talents which are similar to that as described: “a long glide on extended pinions, falling extremely rapidly, much given to aerobatics and swift, swooping flight.”

Needless to say, their mascot is a live falcon, the first of which was adopted in 1968. His name was “Fred” and he died of old age. His successor “Shukee”, escaped recently and has not been recovered.

The team now comprises 15 parachute jumping instructors. Twelve jump at each display whilst the remaining three provide the necessary ground control and back-up. The team endeavour to jump from 12,000ft. and perform a large area bomb-burst pattern whilst falling for about 60 seconds to their respective opening heights at 3,000ft., 2,500ft. and 2,000ft. The aim is to land as near as possible to the two crosses marked on the ground.

The Falcons use the Para Commander parachute which is an unconventional canopy having the apex pulled inside itself. The complicated series of holes and vents allows it to be guided through the air at 10-12m.p.h., and it descends comparatively slowly. Turns are initiated and horizontal speed controlled by using two steering toggles on the parachute.

The smoke canisters attached to the ankles of The Falcons are operated by pulling strings which are connected with the firing mechanism. Two canisters are fired as the team exit from the aircraft and they burn for 45 seconds, enabling the public to see the team clearly from the moment they leave the aircraft over two miles up. The third canister is fired when the parachutist is under the canopy.

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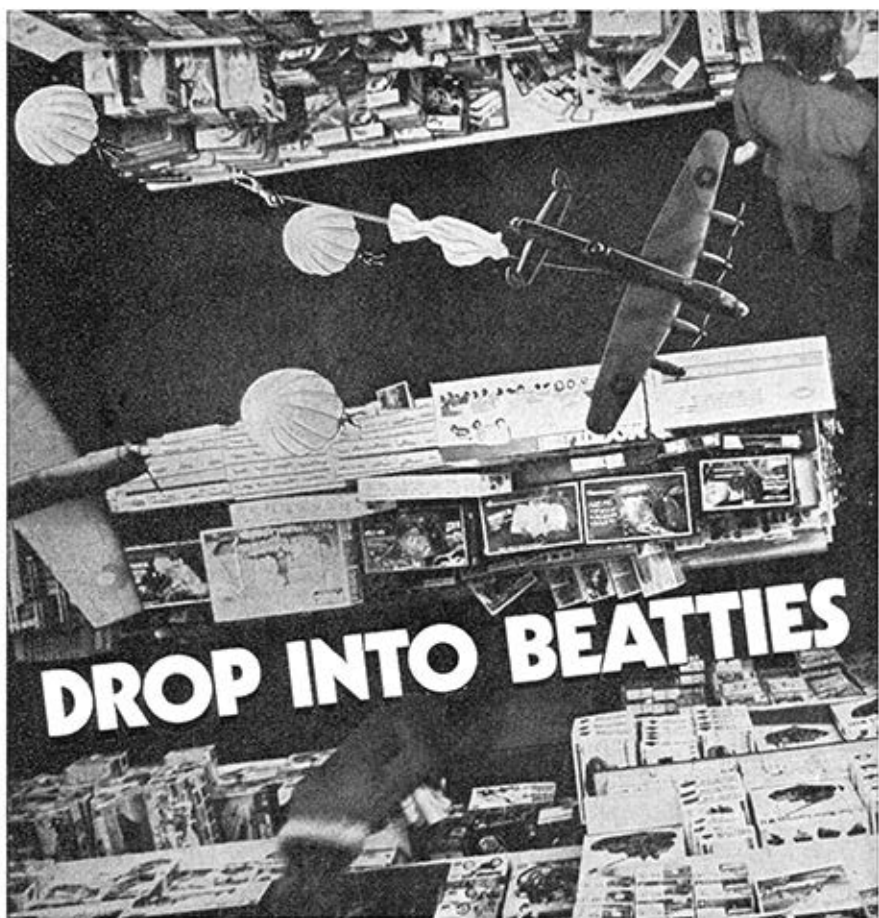
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“THE GAZELLES” HELICOPTER TEAM

This is the second display season for The Gazelles — the R.A.F.’s close-formation helicopter display team — which first flew together in a show for H.M. The Queen last year. Based at R.A.F. Tern Hill, they will thrill you today with manoeuvres that have hitherto been described as “impossible for helicopters.”

The machines they are using are Anglo-French Gazelle HT Mk3 helicopters which can be flown with a crew of one or two and have provision for three or four passengers.

Powered by a Turbomeca Astazou 3N coupled turbo-engine, the Gazelle has a rotor diameter of 34ft. 5in. and a maximum speed of 193 m.p.h.

Flt./Lt. Dennis Southern, aged 43, will lead his team into a flying sequence that includes steep wing overs, 60 degree formation turns, opposition manoeuvres and a solo display leading to a final spectacular “bomb burst.”

Flying in No. 2 slot is an exchange pilot, Captain Philip Stinson, U.S.A.F., from Ohio, who was an industrial engineer with the Chrysler Corporation before he joined the U.S.A.F. in 1965. He has 2,800 hours on helicopters.

No. 3 is another non-R.A.F. type in the shape of Lt. Cdr. Guy Heard, R.N., who is also serving as an instructor at the Central Flying School (Helicopters). He has 3,300 hours on helicopters and was flying Sea Kings with No. 826 Naval Air Squadron on his last tour.

No. 4 slot — and the solo spot — is occupied by the team’s youngest member, Flt./Lt. David Spilsbury, aged 29. He has served in Singapore and Bahrain and with a Search and Rescue Flight in Wales.

Team Manager is S./Ldr. Ivan Hughes who received the Queen’s Commendation for Valuable Services in the Air following a tricky helicopter night rescue with No. 22 Squadron. And the team’s commentator is Flt./Lt. Bob Howley, a former school teacher who gained much of his helicopter experience the hard way with a Search and Rescue Squadron in the Far East.



ROYAL NAVY WESSEX

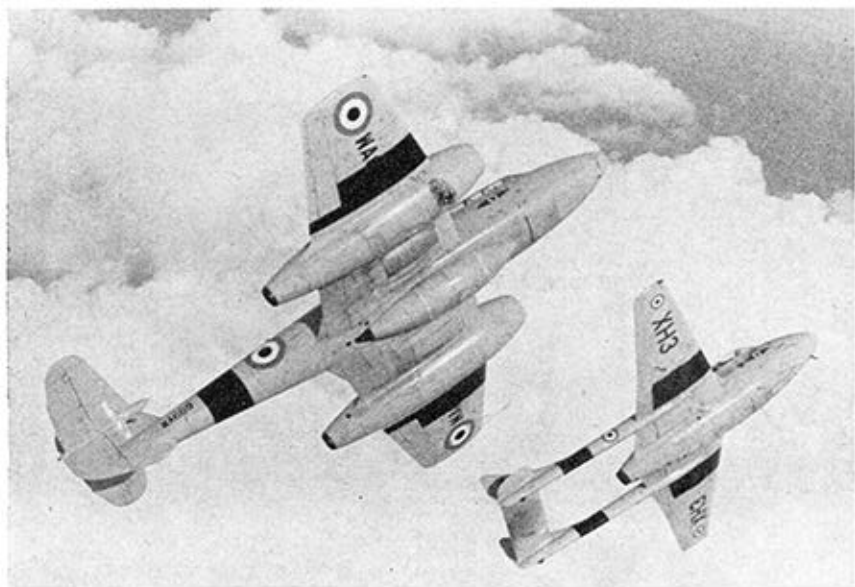
One of the most versatile helicopters in use today, the Wessex Mk.V is used in the Royal Navy primarily in the Commando role and today's display will almost certainly include a demonstration of how Royal Marines can abseil down from the machine to a confined landing strip.

The Wessex is widely used by the Royal Marines operating from carriers and assault ships. It carries up to 15 fully-armed Commandos and their equipment. It can also be used as a gun-ship providing close support for the troops with machine gun fire, rockets and guided missiles.

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REMEMBER THESE TWO?

Once very familiar sights (and sounds) in Yorkshire skies, the Gloster Meteor and de Havilland Vampire are now very rare birds indeed. The two that make up The Vintage Pair were in service with the Examining Wing of CFS until their role was changed to demonstration in 1972. They are maintained at Little Rissington as an historic aircraft training flight.

This particular Meteor (T.Mk.7 WA669) was first issued to No. 203 Advanced Flying School at R.A.F. Driffield on March 15, 1950. Three years later it joined the station flight at Manby and for the next nine years it moved between Manby and various Maintenance Units before being taken to Boscombe Down where it stayed until it was transferred to Little Rissington in 1966.

The Vampire (T.Mk.11 XH304) was issued to No. 22 Maintenance Unit on December 29, 1955. It went to No. 79 Squadron, in Germany, on May 28, 1956, and went round various Maintenance Units before being issued to No. 3 C.A.A.C.U. at Exeter on June 20, 1961. It went to Little Rissington 10 years later.

The Vampire trainer first flew in November, 1950, and well over 500 were delivered to the R.A.F. A wide cockpit seated instructor and pupil side-by-side and dual controls were fitted.

The Meteor T.Mk.7 was the first jet trainer to enter R.A.F. service and its introduction in December, 1948, came at a time when Fighter Command had almost entirely converted to jet Vampires and Meteors. Two-seat Meteors were used at advanced flying schools of Flying Training Command.



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THE SILVER STARS

The Silver Stars is the name given to the display team of the Royal Corps of Transport Free Fall Club. The Royal Corps of Transport was formed on July 15, 1965, from the former Royal Army Service Corps and the transportation elements of the Royal Engineers.

Main responsibility of the Corps is to organise and operate the means of transport which support the British Army in war and peace. In addition, the Corps executes the movement of men and material worldwide, operates ports and performs certain functions in connection with air movements and air logistic support.

The history of The Silver Stars goes back to 1963 and No. 63 Parachute Company, Royal Army Service Corps and its first display was given at Sunderland the following year. The team's name is taken from the eight pointed star of the Royal Corps of Transport cap badge.

The Silver Stars usually meet at week-ends to do their parachuting. The members are drawn from the most experienced Corps parachutists serving in the U.K., coming from various types of unit and, over the years the team has drawn on tank transporter drivers, helicopter pilots, seamen, air despatchers and amphibious vehicle drivers to take part in its shows.

R.C.T. parachutists from the club have jumped in the U.S.A., Germany, Belgium, Holland, Norway, Cyprus, Singapore, Hong Kong, Jamaica, Ghana, Kenya and Northern Ireland — not a bad performance for week-end parachutists!

PLEASE — KEEP IT TIDY

After past displays, the amount of litter scattered across the air-field had to be seen to be believed. Let's face it, if you were having a party at home, you *wouldn't* expect your guests to leave the place in such a state. So why not pop your litter in a bag, take it home and drop it in the bin? It's so easy — and makes for a better Britain.

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.

BATTLE OF BRITAIN MEMORIAL FLIGHT

The Battle of Britain was one of the most crucial conflicts of the Second World War, lasting from July 10 to October 31, 1940. The then Fighter Command lost 915 aircraft but inflicted bomber and fighter losses totalling 1,733 aircraft on the German Luftwaffe.

The Battle of Britain Memorial Flight was formed at Biggin Hill in 1957. It then consisted of two Spitfire Mk.16s, two Spitfire PR Mk.19s and a lone Hurricane. In 1958 the flight moved to North Weald and then on to Martlesham Heath. During this time the two Mk.16s were lost in flying accidents.

In 1960 the flight moved to Horsham St. Faith and whilst there was further reduced in size by the decision to ground one of the PR 19s (PS853). Final move of the Flight came in 1964 — to Coltishall — and since then it has gradually increased in size to its present strength of seven aircraft (four Spitfires, two Hurricanes and a Lancaster).

PS853 was returned to flying condition; a Mk.5 Spitfire (AB910) was presented by B.A.C. in September, 1965; a Mk.2 Spitfire (P7350) joined the flight when filming of the "Battle of Britain" ended, and the last Hurricane ever produced (PZ865) was presented by Hawker Siddeley in March, 1972. Lancaster PA474, from R.A.F. Waddington, joined the Flight in November, 1973.

At the time of writing, the two aircraft scheduled to take part in today's display are Spitfire Mk.11a (PA350) and Hurricane PZ865. The Spitfire was built at Castle Bromwich in January, 1940, and was delivered on September 9 to No. 266 (Rhodesia) Squadron at Hornchurch from whence it flew throughout the Battle of Britain. Between the end of 1940 and August, 1941, it served on Nos. 603 (City of Edinburgh), 616 (South Yorkshire) and 64 Squadrons. From then until the end of the war it served with various training units. After the war it was put on display at R.A.F. Colerne and in 1967 it was renovated and used in the "Battle of Britain" film.

The Hurricane, the last of 14,000 to be built, was constructed at Langley in July, 1944. After flight testing and acceptance, it was allotted to Hawker Aircraft and retained at Langley until 1945 when it was purchased by the company. It was then stored until May, 1950, when it was temporarily returned to production markings and featured in the film "Angels One Five." Later it was restored to its original wartime camouflage and markings and displayed at the Hawker Museum for several years. Its presentation to the Battle of Britain Memorial Flight came in 1972.

The two pilots today are expected to be Wing Commander N. D. McEwen 40, who commands the Operations Wing at R.A.F. Coltishall and S./Ldr. E. E. Jones A.F.C., aged 42, the Wings Weapons Officer at Coltishall who once flew with the Red Arrows.

“He who knows not and knows not that he
knows not is a fool - shun him.
He who knows not and knows that he
knows not can be taught - teach him.
He who knows and knows not that he
knows is asleep - wake him.
He who knows and knows that he
knows is a prophet - follow him.”

A Persian Apophthegm



**Reader's
Digest**

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. Vulcan from R.A.F. Waddington.
2. Lightning from R.A.F. Binbrook.
3. Silver Stars parachute team.
4. British Airways' Super One-Eleven.
5. Sea Fury (Fleet Air Arm Historic Flight).
6. The Blue Eagles (Army Helicopter Display Team).
7. Jet Provost from R.A.F. Linton-on-Ouse.
8. Spitfire & Hurricane (Battle of Britain Memorial Flight).
9. Wessex helicopter from R.N.A.S. Yeovilton.
10. The Red Arrows.
11. Phantom from R.A.F. Leuchars.
12. Rothmans Aerobatic Team.
13. Yorkshire Aeroplane Club aircraft.
14. F4 Phantom of the U.S.A.F.
15. The Vintage Pair (Meteor & Vampire).
16. Pitts Special aerobatics by Philip Meeson.
17. The Gazelles (R.A.F. helicopter team).
18. Zlin aerobatics by Aerobatics International.
19. Jaguar from R.A.F. Lossiemouth.
20. The Falcons (R.A.F. free-fall parachute display team).

The flying display will 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 those 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., Yeadon (free flight for six people). City Varieties, Leeds (tickets for box for five to see the pantomime "Robinson Crusoe"). National Travel (North East) Ltd., (coach excursion for two). Yorkshire Post Newspapers Studios (free colour portrait sitting). Evening Post Women's Circle (shopping bags). British Airways (cabin bags). Air India (kitchen clock). Wallace Arnold (coach excursion tickets for two). Wakefield Theatre Club (table for four at a forthcoming show). Debenhams, Leeds (Estee Lauder £20 presentation set). Airfix (model aircraft kits). Yorkshire Post Newspapers Limited (Sketch-Master drawing kits). Polaroid (books—History of Polaroid Land Photography). Joshua Tetley & Son Ltd., (four dozen bottles of special ale). Process One Photography, Minster Yard, York (Kodak Instamatic Camera Set). Lewis's The Headrow, Leeds (set of German tumblers). The Star Group of Companies (vouchers for nights out at the Leeds, Sheffield and Hull Hofbrauhauses). Makro, Self-Service Wholesalers Ltd., Royds Lane, Leeds 12 (silver-plated and glass claret jug). Batley Variety Club (table for four at forthcoming show).

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 Third Air Force (USAF).
All participants in the flying programme and the ground displays.
The G.O.C. Headquarters North East District.
The A.O.C.-in-C., Headquarters Training Command, R.A.F.
Group Captain R. J. Bannard, R.A.F., The Officer Commanding,
Royal Air Force, Linton-on-Ouse, 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
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Chief Superintendent R. S. Hall, North Yorkshire Police, in charge
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The British Red Cross Society, North Yorkshire Branch.
The St. John Ambulance Brigade, East Midlands Area, West Riding
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The Royal Automobile Club.
The Headmaster and St. Camillus School.
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. Linton-on-Ouse,
assisted by his control staff.

General Commentator:

Allen Rowley, Promotions and Publicity Manager,
Yorkshire Post Newspapers Ltd.

Best wishes from

Trident Television Limited



TYNE TEES

Yorkshire Television



PLEASURE FLIGHTS

Pleasure flights will take place in fixed-wing aircraft before the flying display (1100 hrs. to 1300 hrs.) and in helicopters after the display (from 1715 hrs. to 1830 hrs.).

The fixed-wing aircraft will be Britten-Norman Islanders of Northern Executive Aviation Ltd., who are air taxi operators based at Manchester Airport. The Islander carries up to nine passengers at speeds up to 160 m.p.h. Pleasure flight charges in the Islander will be £2 per seat.

The helicopter flights will be operated by the well-known local company — Heli Leeds Ltd., using Bell Jet Rangers (fares — £2 per adult and £1.50 per accompanied child under 12). The Jet Ranger is one of the most popular helicopters in the world, having a range of 250 miles at 125 m.p.h. Maximum speed is 150 m.p.h.

Heli Leeds Ltd., the largest helicopter charter company in the North, was started with one helicopter by Captain W. Holmes, the managing director of a Yorkshire finance group and himself a qualified private helicopter pilot. It now operates four Jet Rangers and five three-seat light helicopters. Its main base is at Whinmoor, near Leeds. Regular flights are undertaken on behalf of the Police, local government organisations, newspapers, television companies and various industrial and commercial organisations.





ZLIN Z526 — AEROBATICS INTERNATIONAL

Aerobatics International is a group of eight experienced pilots for whom competition aerobatics is a hobby; together with four able enthusiasts who help with the running of the aircraft. From a small partnership formed in 1965, the group has grown to the point where it now owns two Zlin Z526 Trener and a Super Pitts SI-S.

Pilots in the group have taken part in every World Aerobatics Championship since 1964 as members of the British Aerobatics Team and have been finalists on each occasion since 1966. On the last two occasions they have been placed in the top 10 out of 60 pilots. The group's pilots have also competed in every Leon Biancotto Trophy event with considerable success.

The pilots have performed demonstrations and displays in a variety of aircraft for 10 years and, in the last two years, aerobatic displays have been given before crowds totalling over two million people. Aim of the group is to operate the best possible aircraft for displays, for training and for participation in national and international aerobatic competitions, including the World Aerobatic Championships.

The aircraft they have chosen for today's display is the Zlin Z526 Trener — one of the classic aerobatic aircraft of all time. This type of aircraft has probably been used most widely for competition aerobatics in many countries and it is believed to have won more international contests than any other aircraft.

A tandem two-seat monoplane, built in Czechoslovakia, it is powered by a Walter Minor 6-III piston engine which develops 160h.p. and the engine operates as well under negative "G" conditions as it does in normal flight.

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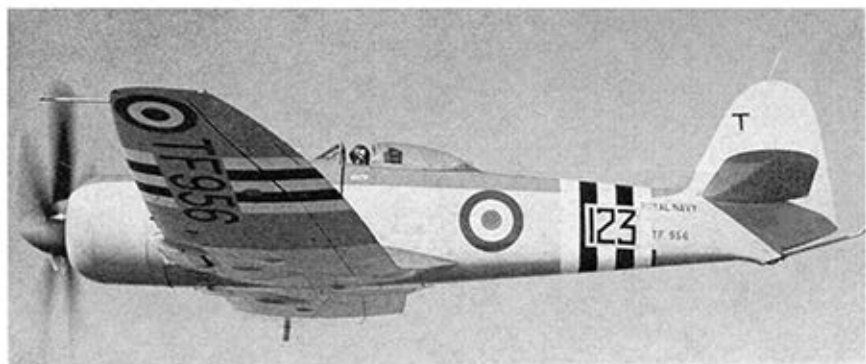


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SEA FURY FB11 TF956

Reputed to be the fastest single-engined piston production aircraft ever to see operational combat, the Hawker Sea Fury was the outcome of a specification which sought to produce a lighter and faster fighter-bomber to replace the Hawker Tempest.

The first prototype flew in February, 1945, and the Royal Navy placed orders which resulted in 565 being built for the Fleet Air Arm. A further 109 were exported to Iraq, Pakistan, Egypt, Burma, Cuba and Germany. TF956 was the first production Mk.II built and it entered service in 1947.

After service at various air stations, the aircraft went to Korea in H.M.S. Warrior (now the Argentinian carrier *Independencia*); joining H.M.S. Theseus at the end of 1950. During Korean patrols, TF956 contributed 213 hours and still bears the scars of flak. Sea Furies were involved with several MIG 15s in that war and at least one of the latter was shot down by the more manoeuvrable piston-engined aircraft.

Returned to the U.K., TF956 was, in 1954, housed in the same hangar at Yeovilton as she is now as part of the Fleet Air Arm Historic Flight.

Hawkers repurchased TF956 in 1963 and began the work of restoration and, after long delays because of more urgent work, the aircraft was eventually offered to the Historic Flight in 1971. She was brought to flying fitness in January 1972 by Chief Petty Officer Ron Gourlay, who still looks after her, and put into the capable flying hands of Lt. Cdr. Pete Sheppard who, like the aircraft, first saw active service in Korea.

Engine of the Sea Fury is a Bristol Centaurus 18-cylinder sleeve valve radial which generates 2,480h.p. to drive a Rotol five-bladed propeller. The aircraft has a maximum speed of 425 knots and a range of over 1,000 miles on internal fuel. Petrol consumption works out at 5 m.p.g. which, considering the size of the engine, is not bad economy.

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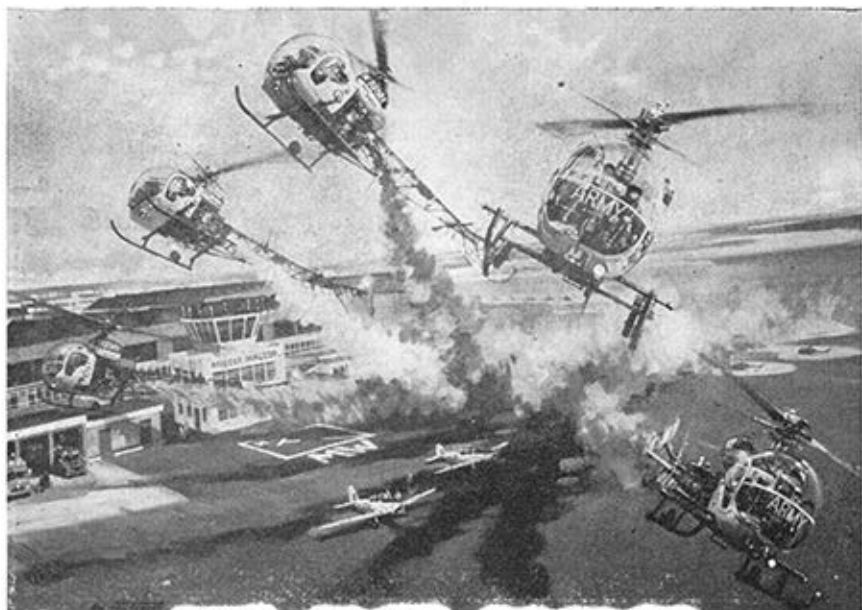
British Airways' Super One-Eleven Division was formed in Manchester four years ago and since then capacity out of that airport has increased enormously. The Super One-Eleven Division was set up to provide fast, direct services out of Manchester using this well-known jet.

The Division operates 18 One-Elevens and they serve 20 airports throughout the U.K. and Europe. During the last financial year, the European Division of British Airways carried 8.74 million passengers over 3,980 million passenger miles.

Built by the British Aircraft Corporation, the One-Eleven 500, as used by British Airways, is powered by two Rolls-Royce Spey turbofan engines, each generating 12,550lbs. thrust. The aircraft has a span of 93ft. 6ins., a length of 107ft. and a height of 24ft. 6ins. Its speed is 550m.p.h. and it has accommodation for 99 passengers in one class.

BAC started the detail design and construction work of a twin turbofan-powered short-haul airliner designated One-Eleven in March, 1961. Today, more than 200 of the type are flying with over 40 operators, serving destinations in 60 countries. Over 70 percent have been sold for export.

British Airways' Super One-Eleven fleet have all been fitted with the "Cat 2" automatic landing system, which permits operation in poor visibility down to a decision height of 100ft. and quarter-mile runway visual range. The system also provides for automatic landing below the decision height and helps to cut, substantially, services affected by poor weather.



THE BLUE EAGLES

The Army Helicopter Display Team is now in its eighth year of operation and the five light blue Sioux helicopters, seen by over four million spectators during over 100 shows last year, will be featured in even bigger and better displays.

The team will demonstrate the versatility of the helicopter by displaying a succession of synchronised, high and low-speed manoeuvres to show the very high level of skills and team work attained by Army pilots.

Captain Charles Hyde-Smith is again team leader. A.Q.M.S. Hardy is the team's artificer and it is his responsibility to supervise the preparation of the six helicopters and to plan and manage the extensive servicing schedule to ensure that they are "on the line" for every show.

Continuing the traditions of past seasons, the five display pilots are officers and N.C.O.s drawn from operational Army Air Corps squadrons on a volunteer basis. They arrive at Middle Wallop in the early Spring and spend four to six weeks learning the art of formation flying as this is not included in the Army's flying training syllabus.

With the exception of the electrically-operated smoke attachments, the Sioux light observation helicopters are standard in every respect and identical with those flown by Army Air Corps squadrons all over the world. Although smooth to fly, the Sioux is still relatively difficult to fly in formation due to the extreme turbulence created when machines are flying close together in confined areas.

However, the pre-season training which the team undertakes between February and April usually overcomes these difficulties with the ultimate aim of producing a spectacular show with split-second timing and immaculate formation flying.



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SUPER PITTS SPECIAL

Philip Meeson owns and flies the Super Pitts Special in which he gives displays throughout Europe and competes in various national aerobatic competitions.

He trained as a pilot in the R.A.F. and is a qualified flying instructor. He is a partner in Cheyne Motors, the West London B.M.W. agents.

His Pitts Special is the only Super version to be built in this country and was manufactured by A.J.E.P. Developments from the American plans. It is powered by a 180h.p. engine, which gives it a 3,000ft. per minute rate of climb and a top speed of 200m.p.h.

Philip's display will show the aircraft's remarkable capabilities and will include multiple flick rolls, erect and inverted spins and a tail slide (when the aircraft will apparently fly backwards!), together with many other manoeuvres which are flown regularly in the course of modern competition aerobatics.

MAKE SURE IT'S "OFFICIAL"

Please note that this is the **ONLY** official publication sold on behalf of SSAFA at today's display. There is no 'official souvenir,' nor are any other items offered for sale by SSAFA. Only stands/stalls/exhibitions manned by people wearing "OFFICIAL" badges are recognised by SSAFA who cannot be held responsible for claims made or items sold by anyone not so recognised.



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THE PARACHUTE REGIMENT

Today, June 22, is the day on which — in June 1940 — Winston Churchill called for a formation of “a corps of at least five thousand parachute troops, suitably organised and equipped.”

A parachute Training School was formed at Ringway, now Manchester Airport, and initially No. 2 Commando was chosen to undergo training for parachute duties. The title was soon changed to “11th Special Air Service Battalion” and then to “1st Parachute Battalion.” By September, 1941, the numbers trained permitted the formation of the 1st Parachute Brigade.

In October, 1941, Major General F.A.M. Browning, D.S.O., was ordered to form an Airborne Division and under his guidance The Parachute Regiment — which was established as a regiment of the Army Air Corps on August 1, 1942 — steadily expanded.

From small, experimental raids, the regiment progressed to large-scale operations and won from the enemy the name “Red Devils” thus recognising its red berets and enormous courage. The regiment’s fighting exploits and daring operations throughout and after the Second World War earned it the reputation of being an elite fighting force.

On duty today at Church Fenton (as they have been for many displays past) are men of the 4th (Volunteer) Battalion, The Parachute Regiment. They are Territorial Army volunteers — part-time paratroopers if you like. They have their headquarters at Pudsey.

Although men of the battalion are part-timers, training during evenings and week-ends they nonetheless undergo the rigorous selection process of the regular parachute battalions. They serve because they are men seeking adventure and a challenge.

SOMETHING TO SELL? — use POST CLASSIFIED, Yorkshire’s biggest market place, and a sure way of making money on your unwanted items.

PICK THE SPOT — Yorkshire’s favourite family football competition appears in the Evening Post every Friday, Saturday and Monday. It offers the best prizes — always!

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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. Founded in 1853, the Halifax Building Society – despite its tremendous growth – has remained in the town of its origin. The new Head Office building, the design of which is one of the most advanced in Europe, provides ideal facilities for the best possible service to the Society's customers, old and new.

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YORKSHIRE AEROPLANE CLUB

Established in 1909, and believed to be the oldest flying club in Great Britain, the Yorkshire Aeroplane Club has its headquarters at the Leeds and Bradford Airport, Yeadon.

Open seven days a week throughout the year, the main purpose of the club 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 in the club's display today are normal club aircraft. They are being flown by Mr. Alex Webster, the club's chief flying instructor; Mr. John Fenton, the deputy chief flying instructor and others instructors from their staff.

Apart from its fleet of two-seater trainers, the club also has four-seater aircraft available for touring and business trips. If you are interested in learning to fly, a 'phone call to Leeds 503840 will bring you all the information you need on membership.

GROUND DISPLAYS

SELBY DISTRICT COUNCIL, as a part of their Clean Food Campaign, are staging a mobile display which shows by diagrams, posters, etc., how food-borne illnesses are caused and how they can be prevented. Also included is a "black" display of some of the more unsavoury items found by inspectors during routine hygiene visits. It may shock but the real idea is to educate!

WEST YORKSHIRE MODEL FLYING CLUB in co-operation with No. 168 Squadron A.T.C. will feature a display of control line models performing various aerobatics and stunts. In their marquee will be many types of radio-controlled model aircraft ranging from 3ft. to over 12ft. wingspan.

AEROPLANE COLLECTION LIMITED has been collecting aircraft, many of them rare models, with a degree of success for over 11 years. The organisation exists so that its members might find pleasure and satisfaction in working together towards the formation of an aviation museum. Besides actual aircraft, members collect engines, books, magazines, photographs and many other items associated with aviation: many of these will be on show today.

AIR YORKSHIRE (formerly the West Riding Branch of Air Britain) holds Sunday afternoon meetings at the Leeds and Bradford Airport to see slide and film shows and hear guest speakers — the accent always being on aviation. Today, members will be selling books, models, magazines and films — and giving information about membership. On display will be the "Flying Flea" which was built by two members.

BOMB THE BRIDGE is a competition in which, for the payment of 5p, contestants can try their luck at dropping a bomb on to a target. The target takes the shape of tanks crossing a river bridge and aircraft on rotating arms fly over the target at a constant speed. One of the latter — a Lancaster — carries a "block buster" operated by contestants using a bomb release switch.

AVIATION NEWS — Britain's largest circulation aviation newspaper provides up-to-date information and feature articles on all aspects of aviation, plus a special 1:72nd scale plan of a well-known aircraft in each issue. On its stand today will be a selection of Frog model aircraft kits, including models deleted from this year's catalogue as well as the latest releases.

MERSEYSIDE AVIATION SOCIETY has a stand featuring a wide range of aeronautical literature and photographs, principally those published by the Society. Sales of these items help to provide funds for the Society's aircraft preservation projects and allow them to make donations to aeronautical charities.



SCOUT AH Mk. 1

This British-built helicopter has been in use with the Army since 1963. Powered by a Rolls-Royce Nimbus gas turbine, it has a range of 280 miles at a speed of up to 100 knots.

The Scout is used in many different roles: in the liaison role it can carry up to six people and with its three radios makes a good airborne command post. In the anti-tank role it is fitted with four SS11 guided weapons. Fixed machine guns can also be fitted or guns can be swivel-mounted in the back of the cabin.

Used as an ambulance, the Scout can carry four casualties at a time; two in the rear cabin and two in external litters. Today's machine is from No. 666 Squadron, Army Air Corps based at Topcliffe Barracks, Thirsk.

ROYAL AIR FORCE CAREERS

A part of the ground display today takes the shape of a Canberra cockpit and an RB.146 Avon jet engine. Staff of the R.A.F. Careers Centre, Bond Street, Leeds, will be on hand to explain details of these and to give information on career opportunities in the Air Force.

The Canberra became famous as the first jet bomber to serve with the R.A.F. and it continues to perform a wide variety of duties including photo-reconnaissance and target-towing. Its maximum speed at 40,000ft. is 570m.p.h. It has a range of 2,666 miles and a ceiling of 48,000ft.

The Avon axial-flow turbo-jet powers a large number of military and civil aircraft all over the world. The model on show is a Series 100. Two Avons provide the power which takes the Lightning fighter beyond twice the speed of sound. The Avon is 138ins. long and 44ins. in diameter: into which space it manages to compress 12,690-lbs. of thrust.

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The Evening Post is not afraid to speak its mind. It campaigned on issues ranging from the need to get ahead with redevelopment of Leeds General Infirmary to the elimination of individual accident black spots.

It has one of the most popular comment columns in provincial journalism in its John Wellington column and Wellington himself indulges from time to time in campaigning. When ARE they going to regild Leeds Town Hall dome?

The paper's readers give it magnificent support. The Infirmary campaign produced petitions involving more than 120,000 signatures. An appeal for funds to equip heart ambulances for Leeds yielded more than £18,000.

The Evening Post's advertisement columns provide a daily guide to Yorkshire's bargain basements large and small.

It has an unrivalled sports coverage with another top columnist, Phil John, contributing regular sporting Yorkshire items.

Its TV and radio programmes and its entertainment guide keep people in touch with what's on. The Evening Post is an interested paper and that is why it is interesting. It has a powerful voice of its own but it is extremely fortunate in having a host of loyal readers who also like to raise their voices through the letter columns.

All these factors add up to a newspaper which is an essential part of community life.