

SSAFA

AIR  
DISPLAY

R.A.F. Church Fenton  
July 4th 1976

Official Programme  
20p

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# THE RED ARROWS



This year marks the 12th successive season for the Royal Air Force aerobatic team, the Red Arrows, which has already given nearly 1,000 displays throughout Europe, North America and the Middle East, to audiences totalling many millions.

The Red Arrows are equivalent to a standard R.A.F. squadron and form part of the Central Flying School which was founded in May, 1912, and is the oldest military flying establishment in the world. A detached squadron of CFS, the Red Arrows operate from R.A.F. Kemble, near Cirencester, under the command of their team leader, Squadron Leader Dickie Duckett. Completing the team are the eight pilots, a manager, an adjutant, an engineering officer and 28 airmen groundcrew.

During training, the team flies up to four sorties a day, initially with small formations of aircraft, gradually building up to the full team. Each session is evaluated by the team manager from the ground and recorded on video tape by the team's cameraman. Every sortie is analysed by the team and all aspects of the flights are discussed. Through this process of constant practice and discussion the new display is perfected.

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.

Included in the team this year is Flt./Lt. Dudley Carvell, aged

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28, who comes from Baildon, near Shipley, and was educated at Bingley Grammar School. He graduated from the R.A.F. College, Cranwell, in 1968 and later became a qualified flying instructor on Jet Provost aircraft at R.A.F. Linton-on-Ouse. For two seasons he was a member of the Linton Blades aerobatic team. He then moved to No. 1 (F) Squadron at R.A.F. Wittering, flying Harriers. His father, Mr. Arthur Carvell, was formerly Chief Flying Instructor with the Yorkshire Aeroplane Club.

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## VULCAN

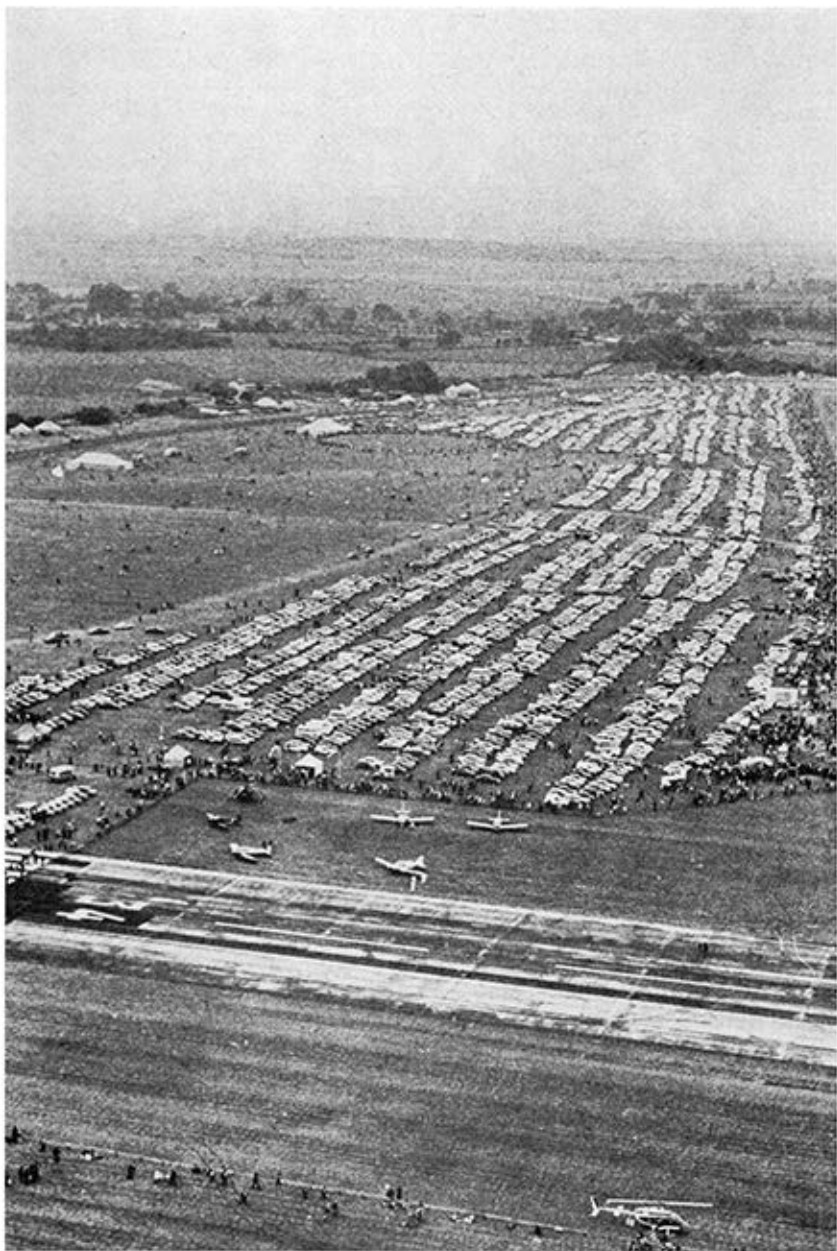


The Vulcan B.2 can fly at very high level or beneath enemy radar at very low level. Developed from the B.1, the world's first large delta-wing bomber, its configuration gives a unique combination of load-carrying capabilities, high subsonic speed and long range. It is powered by four 20,000lb. thrust Bristol-Siddeley Olympus turbojets and can be refuelled in flight. Span: 111ft.; length 99ft. 11ins.; height 27ft. 2ins.

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DID YOU EVER WONDER WHAT THE PILOTS SEE AT THE DISPLAY?

Here's an aerial picture of the Public Enclosure at 12.15 p.m. last year—  
before it got really crowded !

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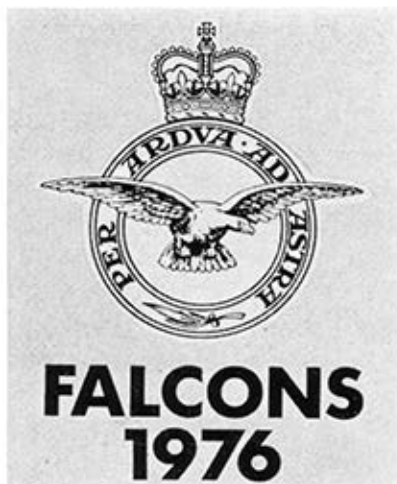
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## THE FALCONS

Over 100 years before the Wright brothers gave their first demonstration of powered flight, men and women were using the parachute to give spectacular air displays by jumping from hot air and gas-filled balloons. The Falcons have brought that spectacle into the 20th century with their own style of parachuting, the product of years of training, experience and teamwork.

Before the parachutist can jump, the aircrew and the team leader, who spots the final approach, must position their aircraft precisely, bearing in mind factors such as wind drift. The 12-man team must leave the aircraft within five seconds and each man must know exactly where he is in relation to other team members as they perform a complicated aerial pattern during two miles of free-fall at 120 m.p.h. At the pre-determined height the team open their parachutes to steer for a precision team landing.

All the team members are instructors at the Parachute Training School R.A.F. Brize Norton, where the R.A.F. trains parachutists of all three fighting Services.

Each of them is an expert in the military application of every aspect of the skills they teach, and by their example they instil confidence and self-discipline into the thousands of men who pass through their hands each year. The skills and training you will see them display today clearly demonstrate the motto of the Parachute Training School: "Knowledge Disperses Fear".

Together with the Red Arrows, The Falcons are the R.A.F.'s showpiece at civil and military shows throughout the world. They are one of the few teams in the world capable of landing 12 parachutists within 20 yards of a target after performing an aerial pattern during one-minute of free-fall.

Last season the team jumped at the Paris International Air Show and at the 50th Anniversary celebrations of the Royal Danish Air Force. Over the years the team has displayed for several heads of state and Royal Families.

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**PICK THE SPOT** — Yorkshire's favourite family football competition appears in the **EVENING POST** on Fridays, Saturdays and Mondays. It offers the best prizes—always. Make sure you enter!

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# ARMY AIR CORPS



The Army Air Corps' contribution to today's show includes a Gazelle AH. Mk1 (pictured here) and a Scout AH. Mk1.

The Gazelle Anglo-French five-seat helicopter is built by Aerospatiale and Westlands and was introduced into service in May, 1973. Powered by an Astazou 600 s.h.p. engine, it has a sea-level maximum speed of 194 m.p.h. and a normal cruise speed of 144 m.p.h. Its range is 380 miles and its endurance 2hrs. 30mins. It is used in the reconnaissance, liaison, observation, aircrew training, airborne command post and casualty evacuation roles.

Built by Westlands, the Scout is a five to six-seat helicopter which came into service in 1963. Powered by a Rolls-Royce Nimbus engine of 710 s.h.p., it has a sea level maximum speed of 132 m.p.h. and a normal cruise speed of 115 m.p.h. Its range is 288 miles and it has an endurance of 2hrs. 15mins. It can be used in the reconnaissance, observation, airborne command post, aircrew training, liaison, casualty evacuation, troop-carrying and anti-tank missile carrying roles.

When used as an anti-tank helicopter, the Scout is fitted with four SS11 missiles which are wire-guided. Their range is 3,000 metres and they travel at 360 m.p.h.

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## **Bomb the Bridge**

This is a competition staged in the Public Enclosure. For the payment of 5p contestants can try their luck at dropping a "bomb" on a target. This 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 aircraft is a Lancaster which carries a "block buster" released by contestants using a bomb release switch.

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# HARRIER



The Harrier was the world's first operational V/STOL ground attack fighter. It can take off and land vertically and even fly sideways and backwards. It is particularly valuable in close support—operating from small, unprepared strips otherwise practicable for helicopters only. This is the first time a Harrier has appeared in the SSAFA Display. Span 22ft. 10ins.; length 42ft.; height 10ft.

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## Model Flying

A popular feature in the Public Enclosure is the display of model aircraft flying put on by the West Yorkshire Model Flying Club and No. 168 (City of Leeds) Squadron A.T.C. Both organisations will be flying control-line models of various sizes. These are mainly aerobatic but they hope to include some World War One scale biplanes. In their marquee will be a varied selection of radio-controlled models up to 11ft. wingspan. There will also be a large selection of scale plastic models made by members of No. 168 Squadron. Demonstrations of digital radio control will be given throughout the day, and members of both organisations will be glad to answer questions on their hobby.

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# PHANTOM



**FILL HER  
UP.....**

This enormously powerful machine is one of the world's fastest and most versatile military aircraft. A supersonic strike aircraft with fighter capability, the R.A.F. version is powered by two Rolls-Royce Spey engines, giving a speed range of 150 to 1,600 m.p.h.

In the strike role the Phantom can carry some 10 tons of weapons—twice the bomb load of a World War Two B-17. Loads are variable and can include bombs, rockets, and missiles.

Phantoms have achieved 15 speed and height records, including: 16 kilometre straight flight—1,606 m.p.h.; 100 kilometre closed course—1,390 m.p.h.; Los Angeles to New York—170 minutes; climb to 9,000ft.—61.62 seconds; climb to 15,000ft.—114.54 seconds; climb to 30,000ft.—371.43 seconds.

Span 38ft. 4ins.; length 57ft. 11ins.; height 16ft. 3ins.

## **PLEASE — KEEP IT TIDY**

After past displays, the amount of litter scattered across the airfield 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.

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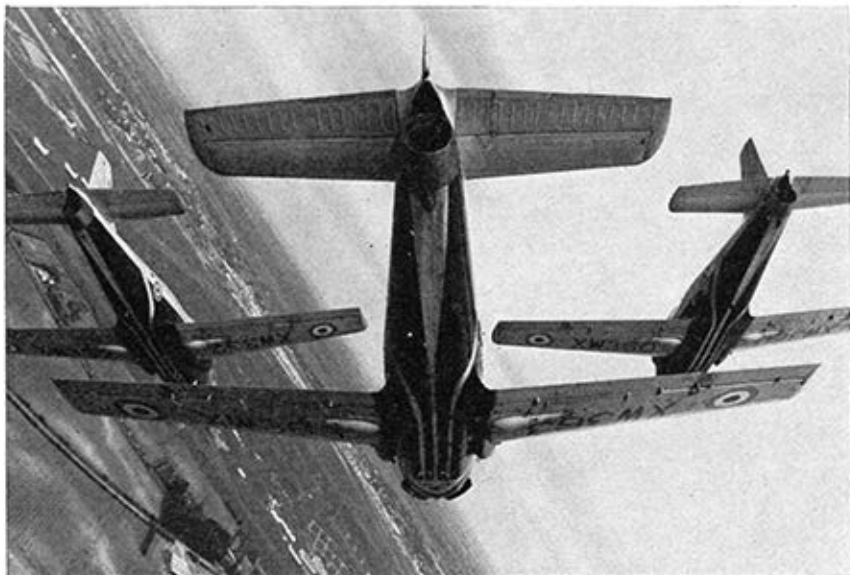
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# THE POACHERS



Aerobatic enthusiasts will have a new aid to identifying the intricate manoeuvres of "The Poachers" team this season: their four Jet Provost Mk. 5 aircraft, based at the Royal Air Force College, Cranwell, have been repainted in a style that gives an instant indication of their attitude. The distinctive upper wing paint scheme is an easy guide to spectators as to when the aircraft are inverted.

The team's 12-minute display is in three versions to cater for various weather conditions. However, the full display is flown whenever visibility is at least three miles with a 4,000ft. cloud base.

The four aircraft, widely separated, arrive at the display area and join rapidly to loop in box formation. A close formation is then maintained for a series of loops and barrel rolls in swan, tee and square before splitting into pairs.

Flying at speeds between 100 and 350 m.p.h., and at heights ranging from 500 to 3,000 ft., The Poachers include a "twizzle" manoeuvre in their display, finishing with a cascade split. At times the aircraft are within 10ft of each other.

Team Leader is S/Ldr. Peter Curtin, aged 38, of Worthing, Sussex, a former A.T.C. cadet. One of his hobbies is flying the Tiger Moth of the Cranwell Flying Club. Number Two slot is flown by Flt./Lt. Philip Boreham, aged 32, who joined the team after flying Phantoms with No. 54 Squadron at Coningsby.

No. 3 is Flt./Lt. Martin Stoner, aged 28, a former Combined Cadet Force member who has flown Lightnings in Germany. No. 4 is Flt./Lt. David Webley, aged 33, also ex-Combined Cadet Force who also flew Lightnings with No. 19 Squadron in Germany.

## WHAT'S IT ALL IN AID OF?

“SSAFA” — the family trouble-shooters  
for serving and ex-Service men and women

Today you're seeing the three Services on display in a brilliant show of daring skill. But there's another side to Service life — the men constantly patrolling the dangerous streets of Belfast . . . the loneliness and anxiety of their wives and mothers waiting at home. Another bomb in Northern Ireland may mean the sudden end of a marriage — a young wife left with a fatherless family.

Maybe you saw and heard that splendid veteran of the Royal Flying Corps in World War 1 — Jack Warner — on ITV last Sunday. He asked us all to remember the men who fought and died in two World Wars. He introduced us to a World War 1 widow and a young man totally paralysed since leaving the Services.

These are the people with whom SSAFA is concerned and that is what this Air Display is all in aid of.

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# THE GAZELLES

High speed helicopter formation flying was introduced to this country by "The Gazelles" of the R.A.F. who have included an exciting "switchback" manoeuvre to their third season's programme.

The remarkable performance of the 200 m.p.h. Anglo-French Westland Aerospatiale Gazelle helicopter has permitted the introduction of this daring manoeuvre which involves the Leader and Number Four in line astern pulling up vertically and, one after the other, rolling off the top of a loop to turn through 180 degrees, whilst the two wing men perform a figure-of-eight beneath them.

The Gazelles first performed in 1974 for the Queen Mother and last year were one of the main attractions at the Paris Air Show. This year they are scheduled to give over a dozen public performances.

The aircraft, pilots and support crew form part of the Central Flying School Helicopter Squadron, based at R.A.F. Tern Hill, Salop. The pilots are all qualified helicopter instructors and their normal job is to train helicopter pilots to instructor standards.

Team Leader is Flt/Lt. Rob Howley, aged 35, who joined the R.A.F. in 1965 and has served in Singapore on search and rescue duties. He was team commentator last year.

Number Two position is filled by Captain Phil Stinson, aged 33, of the U.S.A.F. An exchange officer, this is his second season with the team and he is due to return to the U.S.A. later in the year.

Flying in Number Three slot for the second season is Lt./Cdr. Guy Heard, RN, aged 33, who was previously a Sea King helicopter pilot with No. 826 Naval Air Squadron.

Flt/Lt. Mike Alcock, aged 35, flies Number Four place and also the solo demonstration. During his 12 years in the R.A.F. he has served in Borneo and Singapore and spent three years on search and rescue duties in Devon.

Team manager is S/Ldr. Roger Hill, aged 31, who has served for 14 years, including tours of duty in Hong Kong and Cyprus. The team's commentator, and only bachelor, is Flt/Lt. Ron Jones, aged 38, who has 18 years' service.

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# Bulldog Formation Display Team



The Royal Air Force's only piston-engined aerobatic display team is the "Bulldogs" which came into being in 1974, replacing the "Blue Chips" who were based here at Church Fenton.

The Bulldogs, based at No. 3 Flying Training School, R.A.F. Leeming, comprises two Bulldog T1 primary training aircraft flown by Flt./Lt. Dick Fallis and Lieut. Rod Frederiksen, R.N.

The Bulldog trainer is a fully-aerobatic twin seat (side-by-side) aircraft and the team's display is based on a series of aerobatic manoeuvres performed in synchronisation as they pass each other from opposite directions.

No. 3 F.T.S. is made up of the R.A.F.'s Refresher Flying Squadron. Both pilots in the team are flying training instructors at the School, and their preparatory work and training for the aerobatic season is done mainly in their spare time, before and after their normal day's work.

The team's manager is S/Ldr. Les Meadows, who comes from Redcar; and the engineering support is provided by Cpl. Jim Martin and Junior Technician Ray Cross.

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## Air Yorkshire

This group of aviation enthusiasts holds regular meetings at the Leeds and Bradford Airport to see slide and film shows and hear speakers from the world of aviation. Coach trips are organised to all major air displays and a more recent facility has been the organising of flights in various types of aircraft. The club publishes an excellent and very informative monthly magazine which examines aviation in Yorkshire in great detail. You can obtain details of the group's activities from their stand in the Public Enclosure where aviation books, magazines and model kits are on sale.

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*Best wishes from*

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TYNE TEES



Yorkshire Television

# FLYING PROGRAMME

*The flying display will start at 1400 hrs. and end at 1700 hrs. 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 Red Arrows (Royal Air Force Aerobatic Team).
2. The Falcons (R.A.F. free-fall parachute display team).
3. Jaeger Pitts Special (aerobatics).
4. Phantom supersonic strike aircraft.
5. Army Air Corps' Gazelle and Scout helicopters.
6. Harrier vertical take off ground attack fighter.
7. Wright-Jubilee Aerobatic Trophy winner (Jet Provost).
8. Royal Navy/Royal Marines Wessex helicopter display.
9. Jaguar tactical support supersonic jet.
10. The Battle of Britain Memorial Flight.
11. The Vintage Pair (Meteor and Vampire jets).
12. The Gazelles high-speed helicopter formation team.
13. Bulldog Formation Display Team.
14. Aerobatics International (CAP.10 solo aerobatics).
15. Vulcan delta-wing jet bomber.
16. Lightning supersonic fighter.
17. The Poachers from the R.A.F. College, Cranwell.
18. Boeing B17 Flying Fortress.

## TODAY'S PRIZE LIST

*If there's a sticker on Page 36 of this programme, you have already won a prize. But whether there's a sticker or not, listen carefully for loudspeaker 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., Leeds and Bradford Airport (free flight for three people). City Varieties, Leeds (tickets for box for five to see the pantomime "Snow White and the Seven Dwarfs"). 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). Airfix (model aircraft kits). Joshua Tetley & Son Ltd., (four dozen bottles of Special Pale Ale). Lewis's, The Headrow, Leeds (place mats and napkins). Batley Variety Club (tickets for six for Madeline Bell show). Cox of Leeds, Regent Street (Radiomobile car radio). Debenhams, Briggate, Leeds (£22-worth of towels). B & G (Wetherby) Ltd., (Builder Plus model village kits). Odeon Merrion Centre, Leeds (Guest tickets). Odeon Twin Theatres, The Headrow, Leeds (Guest tickets). Wakefield Theatre Club (Tickets for two tables for forthcoming shows). I. F. MacMaster, Process One Photography (Kodak Instamatic Camera). The Star Group of Companies (Hofbrauhaus tickets). Air India (kitchen clock). Grand Theatre, Leeds (two tickets for "The First Mrs. Fraser" with Anna Neagle and two tickets for "Blithe Spirit" with Richard Johnson and Joan Higson). Brandway Supercook, Aberford Road, Garforth (packs of kitchen herbs, spices etc). Makro, Self-Service Wholesalers Ltd., Royds Lane, Leeds 12 (silver-plated goblets).*

**SEE PAGE 26 FOR DETAILS OF FURTHER PRIZES DONATED BY THE ODEON, HEADROW, LEEDS AND THE EVENING POST.**

## ACKNOWLEDGEMENTS

The Chairman and Council of the Association desire once again to express their 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., 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).

2nd Bn. Yorkshire Volunteers.

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  
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Superintendent E. Pearson, North Yorkshire Police in charge of  
traffic arrangements.

Selby District Council.

The British Red Cross Society, North Yorkshire Branch.

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The Royal Automobile Club.

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The Headmaster and St. Camillus School.

The Keep Britain Tidy Group.

All advertisers and donors.

Finally, the spectators themselves for attending the SSAFA Air  
Display. It is hoped that everyone will have a most enjoyable day.

### FLYING PROGRAMME OFFICIALS

Air Traffic Controller:

Squadron Leader J. Coutts, 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,  
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## JAEGER PITTS SPECIAL



The Pitts Special being flown today by Philip Meeson is an entry in the World Aerobatic Championships being flown this year at Kiev, Russia. Sponsored by Jaeger, leaders in fashion throughout the world, this type of aircraft won the last two world events.

Philip Meeson, who will be remembered for the excellent performance he put up at last year's Church Fenton display, trained as a pilot in the R.A.F. He is a flying instructor with over 2,000 hours' experience and he was a member of the 1975 British Aerobatic team.

His display today will demonstrate the fabulous manoeuvrability of the Pitts Special and, for the first time, this year the manoeuvres are being marked by trailing red smoke.

The first of its type to be built in England, the Jaeger Pitts Special has a wingspan of 17ft. 4ins., a length of 15ft. 6ins., a weight of 875 lbs. and is powered by a 180 h.p. Lycoming fuel injected engine. Its top speed is 200 m.p.h. and cruising speed 145 m.p.h.

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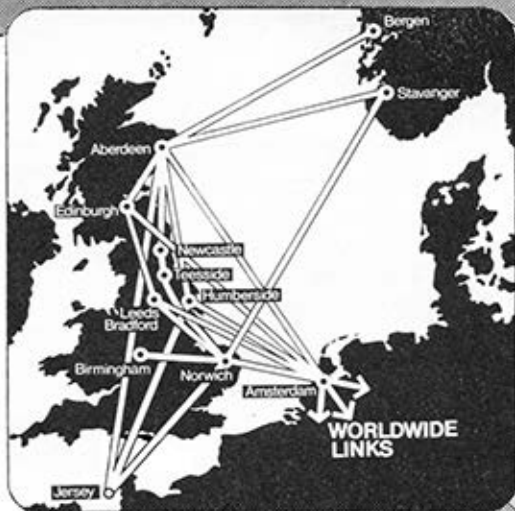
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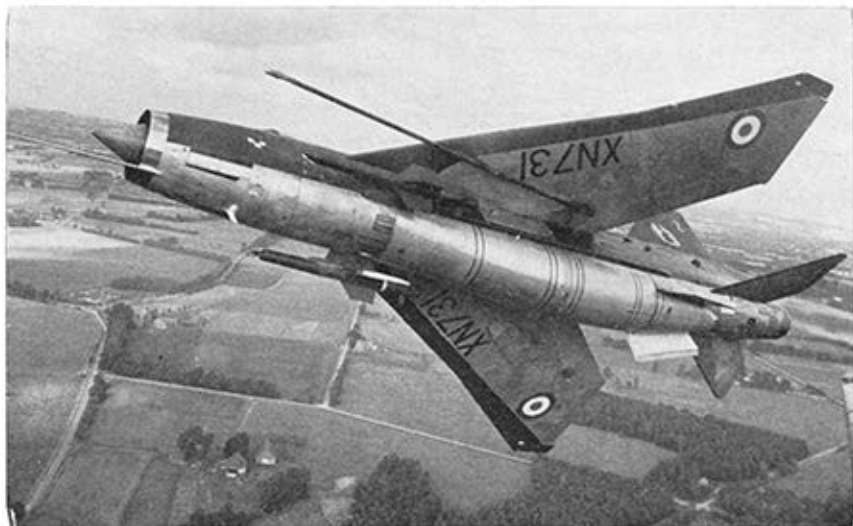
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# LIGHTNING



The Lightning is an all-weather, day-and-night supersonic fighter that can fly at 1,500 m.p.h. to intercept and destroy enemy aircraft.

Although the Lightning air defence aircraft of R.A.F. Strike Command in the UK have generally been replaced by Phantoms, the Lightnings based in Germany still form a part of Britain's first line of defence.

Powered by two Rolls-Royce Avon turbojets and equipped for inflight refuelling, the Lightning has an operational height of over 60,000 ft. Span 34ft. 10ins.; length 55ft. 3ins.; height 19ft. 7ins.

## **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 FALCONS



Here's an exciting shot of The Falcons, split-seconds after exiting from their Hercules transport, via the ramp under the tail of the aircraft. In normal Service conditions, the Hercules can carry 62 fully-equipped parachutists. This picture was taken with a special camera attached to one of The Falcons during the fall

## **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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# BATTLE OF BRITAIN MEMORIAL FLIGHT

Based at R.A.F. Coningsby, Lincolnshire, the Battle of Britain Memorial Flight comprises the following aircraft :

**SPITFIRE Mk Vb AB 910**—Built 1941 at Castle Bromwich. During the war it flew with Nos. 222 (Natal), 130 (Punjab), 133 (Eagle), 242 (Canadian), 416 (Canadian), 402 (Canadian) and 527 Squadrons. On April 4, 1945, whilst at No. 53 OTU, Hibaldstow, ACW 2 Margaret Horton was holding the tailplane down for an engine run when the pilot—who thought she had gone away—took off and flew a circuit, puzzling why the aircraft was tail heavy ! Margaret escaped unhurt. Marked QJ-J, the aircraft is currently in No. 92 Squadron letters.

**SPITFIRE Mk 11a P 1350**—Built at Castle Bromwich in January, 1940, the aircraft was delivered to No. 266 (Rhodesia) Squadron at Hornchurch and remained there during the Battle of Britain. It subsequently served with Nos. 603 (City of Edinburgh), 616 (South Yorkshire), and 64 Squadrons. It later flew with various training units and for some time was on static exhibition at R.A.F. Colerne. In 1967 it was renovated for use in the "Battle of Britain" film. It is now marked UO-T, of 266 Squadron, its markings during the Battle of Britain.

**SPITFIRE PR Mk XIX PM 631**—Built in January, 1945, and delivered to Benson that year. The aircraft served on various Reconnaissance Flights before being modified to a Meteorological Observation standard and served at Hooton Park and Woodvale. It joined the Memorial Flight at Biggin Hill in June, 1957. Marked CA D, the aircraft is currently coded in No. 11 Squadron letters.

**SPITFIRE PR Mk XIX PS 853**—Built in January, 1945, it was delivered to the Central Photographic Reconnaissance Unit at Benson. Later that year it joined No. 16 Squadron where it remained until 1950. It was then converted to a Meteorological Observation aircraft and served at Hooton Park and later Woodvale. In June, 1957, it was flown to Biggin Hill by Group Captain Johnny Johnson to join the Battle of Britain Memorial Flight. It is painted in Photo Reconnaissance Blue and wears no squadron markings—typical of this mark of Spitfire.

**HURRICANE 11c LF 363**—Built at Langley, Bucks, in January, 1944, the aircraft saw service on Nos. 63, 309 (Polish) and 26 Squadrons. After the war it was with various Station Flights then went to No. 41 Squadron at Biggin Hill in August, 1951. It joined the Memorial Flight soon afterwards. The aircraft has featured in the films "Angels One Five", "Reach for the Sky" and "The One That Got Away". It is presently identified LE D—the markings of

No. 242 Squadron—LE was the marking for the squadron and D for Douglas Bader's own aircraft.

**HURRICANE PZ 865**—This was the last of some 14,000 Hurricanes to be built, appearing 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 Hawkers. The aircraft was stored until May, 1950, when it was converted for racing and demonstrations and appeared in Company colours many times between 1948 and 1953. Temporarily returned to production markings in 1950, it featured in the film "Angels One Five". It was later restored to its original wartime marking and in 1972 was presented to the Memorial Flight.

**LANCASTER PA-474** was built by Vickers Armstrongs at Chester as a basic B1 Reconnaissance/Bomber modified to Far East standards for use with "Tiger Force" in 1945. With the end of the war in Asia, the aircraft was modified for use on photo-reconnaissance work. The mid-upper gun turret was removed and the aircraft was engaged for six years on a photographic survey of Africa. The aircraft was later used on trials by Flight Refuelling Limited and by the Royal Aircraft Establishment. In October, 1963, the aircraft was adopted by the Ministry of Defence Air Historical Branch and restored at Waddington to its original condition. It has been given the wartime code letters of No. 44 Squadron—KM-B.

The total number of Lancasters built was 7,333. They dropped 608,612 tons of high explosive bombs—enough to fill a goods train over 300 miles long. They also dropped over five and a half million incendiary bombs.

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## **Aerobatics International**

This is a group of eight pilots for whom competition aerobatics are 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 Championship since 1964.

Some of them have appeared regularly at Church Fenton, displaying Zlin aircraft in particular, but today there will be a change and a French-built CAP.10 two seat trainer, specially designed for aerobatic work, will be used.

At the time of writing the name of the pilot was not known but there is a good chance it will be Lynn Williams, a 30-year-old instrumentation design draughtswoman. She has trained hard for aerobatic competitions and has been second in the McAully Trophy competition; reached the finals of the Tiger Club Trophy and was placed fifth in the Esso Trophy ahead of many men who have been in the sport for much longer!

# Lewis's

wish the SSAFA  
Air Display  
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# HAWK IS LOOKING GOOD.

The hallmark of the truly great aeroplane is an ability to excel that impresses even its designers.

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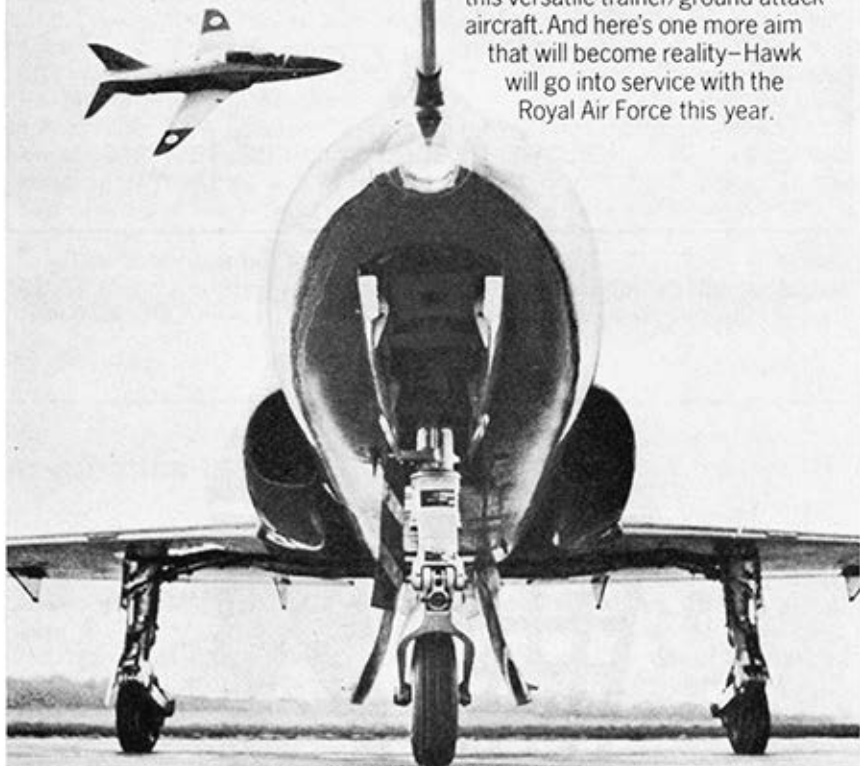
Compare some of the outstanding results already achieved by Hawk against its design aims.

- Mach 1 comfortably exceeded.  
Design aim was 0.90.

- Climb to 30,000 feet (9,100m).  
achieved in just under six minutes.  
Design aim was seven minutes.

- Service ceiling already  
approaching 50,000 feet (15,240m).  
Design aim was 43,500 feet  
(13,258m).

Hawk's demanding development programme continues to demonstrate the thoroughbred qualities of this versatile trainer/ground attack aircraft. And here's one more aim that will become reality—Hawk will go into service with the Royal Air Force this year.



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# JAGUAR



Making its second appearance at the SSAFA Display, the Anglo-French Jaguar tactical support and training aircraft first flew in 1968. A joint production of the British Aircraft Corporation and Avions Marcel Dassault/Breguet Aviation companies, it is powered by two Rolls-Royce Turbomeca Adour turbofan engines with after-burners.

The aircraft is supersonic at all altitudes, with a maximum level speed of 840 m.p.h. at sea level and a speed of 990 m.p.h. at 36,000 ft. It is a single seater in the tactical support role, although there is an advanced tandem two-seat (E) version and an operational trainer (Jag. T. Mk 2).

Span 27ft. 10ins.; length 50ft. 11ins.; height 15ft. 3ins.

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## Selby Project Exhibition

Located in the Public Enclosure, this display was created to inform the people of the Selby District about the various effects of coal mining operations in the area. The current position is that formal approval has been given by the Minister of State for this project but with a number of conditions for the protection of the environment. Work on the Shaft Site at Long Lane, Wistow and the Drift Site at Gascoigne Wood will commence later this year.

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## HULL AIR SHOW

Sunday 11 July 1976

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Display starts at 2 p.m.

Over 2½ hours of flying, displays featuring the famous trio Spitfire,  
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The Vintage Pair Meteor and Vampire jets

The Bulldogs Aerobatic Team

The Black Knights Parachute Team

plus many other flying displays, competitions and sideshows, etc.

Light refreshments, Beer Tent and full meals available

Car, including occupants £1.50      Motor Cycles £1

ADULTS 50p      CHILDREN 30p

# HELICOPTER DISPLAY BY ROYAL NAVY & ROYAL MARINES

This display aims to show the versatility of the Wessex Mk 5 helicopter and some of the techniques used by the Royal Marines. In the Royal Navy the Wessex is used primarily in the Commando role, but it can also be used for search and rescue operations.

In the Commando role, the helicopter is used for rapid assault tasks by the Royal Marines, carrying up to 15 fully-armed troops and their associated equipment. It can also carry guns or Land Rovers slung beneath the fuselage.

In the search and rescue role, the Wessex has a crew of three: a pilot and two crewmen, one of whom is normally a qualified diver. This diving experience is primarily for rescuing the crew of a ditched aircraft, but the techniques have also proved invaluable in assisting yachtsmen and fishermen.

All search and rescue operations demand a very high degree of crew co-operation. For example, the pilot loses sight of the survivor when closing in for a winch lift, and he has to rely on a running commentary from the winch operator situated in the rear cabin.

The Wessex in today's display is from No. 707 Squadron, based at the Royal Naval Air Station at Yeovilton, Somerset. The pilot is Lt. A. R. G. Fowler and his crewman is Leading Aircrewman J. R. Sheldon. Both have served in front-line Commando Squadrons in a variety of theatres from the West Indies to the Arctic.

Lt. Fowler has, in addition, served in H.M.S. Dido, a Leander Class frigate, and in H.M.S. Amazon as Flight Commander, operating Wasp aircraft.

The Royal Marines taking part in the display are "on loan" from "R" Company of the Royal Marines Depot at Poole. All are specialists in their own fields.

The display itself is based on the safe evacuation of a downed pilot from enemy terrain. It includes a fast rope descent from 200ft. by the Royal Marines; winching, and a mock battle.

**There's nowt  
like it at  
night!**



**EVENING  
POST**