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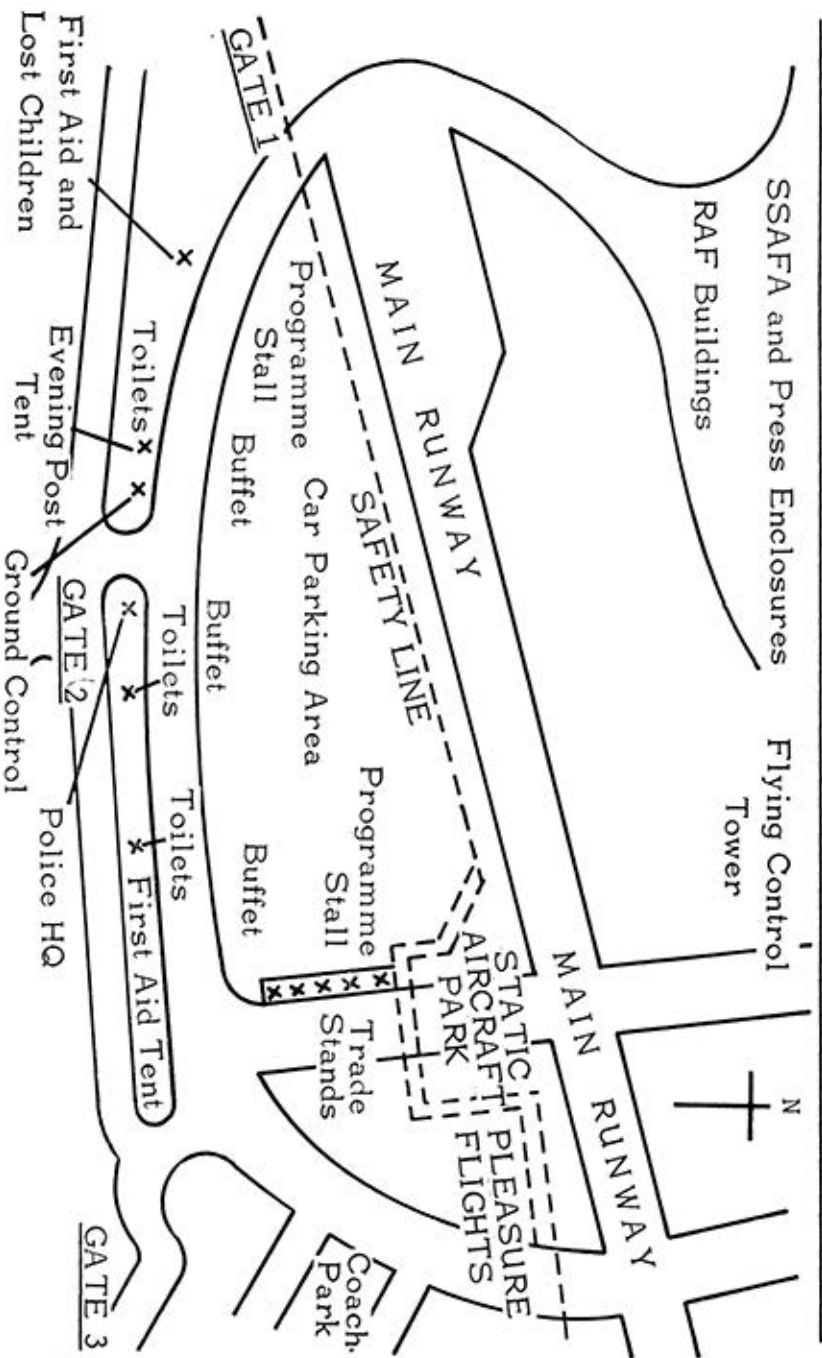


**AIR  
DISPLAY**

RAF CHURCH FENTON  
SUNDAY JUNE 19TH 1977  
OFFICIAL PROGRAMME  
25P

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**EVENING POST**

SSAFA AIR DISPLAY - SKETCH MAP OF RAF CHURCH FENTON (Not to scale)



# RED ARROWS DISPLAY



The 1977 display of this world-famous team takes this form: the nine aircraft arrive in **Big Nine** formation, climb and change to **Diamond Nine** and then to **Viggen** for a roll. From **Viggen** the team change into **Diamond Nine** and then to **Super Concorde** before climbing up into the **Apollo Loop**.

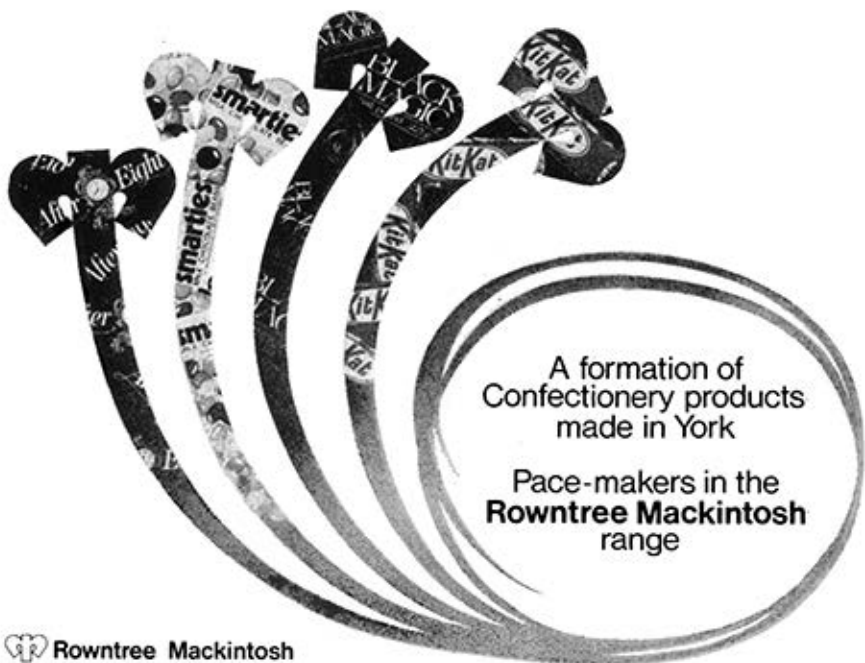
From the **Apollo Loop** they go into the **Feathered Arrow** and thence to the **Wineglass Roll**. The next sequence leads the team to change into **Nine Arrow** formation and then to **Vixen** and **Big Seven**, while the synchro pair break off.

The **Big Seven** change into **Box** and then to **Vixen** once again before the **Vixen Break**. The **Synchro** pair then perform the **Omega**, a loop by both aircraft. When the **synchro** pair leave the display area the remaining seven **Gnats** come in in **Half Swan**, change to **Kings Cross** loop in a **Half Swan**, descend in a **Half Swan Bend** and leave the display area in **Big Seven**. The **synchro** pair then fly the **Double Undercarriage Roll**.

The eleventh manoeuvre by the seven **Gnats** is the **Twizzle**. The **synchro** pair follow the **Twizzle** with the **Spectacles** while the rest of the team form up into **Big Seven** and carry out the **Roll Backs**. The fourteenth manoeuvre is the **Carousel** by the **synchro** pair.

In celebration of the Queen's Silver Jubilee Year the Red Arrows have perfected the **Jubilee Break**, carried out by seven **Gnats**. In this manoeuvre the aircraft check in as for a looping break which begins as the formation pulls up through 45 degrees. The team then lines up for another new manoeuvre, **Piccadilly**, in which all seven aircraft approach from different directions and cross at the datum point after the **synchro** pair have completed their opposition barrel roll.

The team end their display with a join up loop in **Diamond Nine** followed by another loop and the **Parasol Break**.



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# FALCONS '77



The R.A.F. Free-Fall Parachute Display Team have already completed nearly 20 displays during the current season. Their performance underlines the split-second timing and skill needed by the 12-man team to land on a small target after an aerial ballet sequence performed in one minute of free-fall.

Caterpillar, Diamond and Pairs-Opposed are only a few of the unusual names of the air formations created during the descent. As individual parachutists move across the sky, coloured smoke traces their progress for the eager watchers below.

The team has three displays—for high, medium and low cloud conditions, the show ultimately presented to the public depending on weather conditions prevailing at the moment of drop. The spectacular Bomb Burst sees the whole team descend from 12,000 ft. in free-fall style. At speeds up to 180 mph they form a six-man link-up that is surrounded by the rest of the team, all streaming colourful smoke, before they break at 4,000 ft. The 'chutes are opened at 2,000 ft. complete with R.A.F. Standard and Union Jack to flutter over the crowd as the team drift to the ground.

The Clover Leaf is made from 8,000 ft. This time a four-man link is followed by eight trackers who carve colourful arcs in the sky around it; the whole team opening 'chutes at 2,000 ft.

The Stack Pull, used in the most cloudy conditions, is made from 4,000 ft. The team jump from their Hercules aircraft in twin streams to appear as two stacks in the sky, each aiming at its own tiny target only 20 yards apart.

The free-fall parachute display is not, of course, the primary occupation of the team's members: all of them are instructors at No. 1 Parachute Training School, R.A.F. Brize Norton, where all parachutists for the British Forces are trained.

## NIMROD — The Mighty Hunter



"Nimrod" — the most advanced maritime aircraft in the world, which is in service with No. 18 (Maritime) Group, R.A.F. Strike Command, is also the world's first land-based pure jet submarine hunter-killer and maritime reconnaissance aircraft.

Basically, Nimrod has a Comet 4C airframe with an unpressurised pannier under the fuselage to accommodate a large nose radome and long weapons bay. The pannier design ensures that it does not constrain the fuselage against bending and pressurisation loads, so that the extensive Comet experience can be used fully in determining fuselage strength and fatigue properties.

Only 11 of the Comet's windows have been retained, but three more have been converted to bubble windows for observers and the flight deck crew's field of vision has been upgraded to the standard needed for maritime reconnaissance by enlarging the side panels and adding two eyebrow windows.

Nimrod's power plant is the Rolls Royce Spey 250, essentially a military version of the civil Spey 25 with changes mainly confined to protective modifications and minor material alterations to permit continuous operation at low levels in a salt-laden atmosphere. Two of the engines are fitted in each wing root and the enlarged intakes needed for these by-pass engines are a readily discernable feature of the aircraft.

Airborne sensor devices for detecting, identifying and locating surface or submerged vessels are in a state of continuous development. Nimrod is equipped with the latest operational equipment and has provision for new systems still in the experimental stage.

Air-to-surface vessels (ASV) radar is used to detect surface shipping or submarine periscopes or snorkels. The scanner located in the nose radome can also be used for cloud warning. Electronic counter measures equipment with its fin-top aerial, detects and locates sources of radar transmission and the exhaust trail indicator traces diesel exhaust gases in the atmosphere.

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# BATTLE OF BRITAIN MEMORIAL FLIGHT



Always an attraction to all ages, we are delighted once again to welcome a representative selection of aircraft from the Battle of Britain Memorial Flight which is based at Coningsby, Lincolnshire. Three of the fighters from the flight are pictured above, with the Lancaster on the right. (Since this picture of the "Lanc" was taken, the aircraft has been fitted with a mid-upper turret, constructed from original drawings by a Lincolnshire engineering firm and donated to the Flight by the Lincoln Lancaster Appeal Committee).

At the time of writing it was not known exactly which aircraft of the Flight would be taking part in today's display, so here are brief details of all of them :

**SPITFIRE Mk. 11a P7350:** Built at Castle Bromwich in 1940 and delivered to No. 266 (Rhodesia) Squadron at Hornchurch where it was based at the height of the Battle of Britain. Later served with Nos. 603 (City of Edinburgh), 616 (South Yorkshire) and 64 Squadrons. Renovated in 1967 for use in the "Battle of Britain" film. The top aircraft in the picture above, it has now been re-painted and marked UO-T, its No. 266 Squadron markings.

**SPITFIRE Mk. Vb AB 910:** Built at Castle Bromwich in 1941, it saw war-time service with Nos. 222 (Natal), 130 (Punjab), 133 (Eagle), 242 (Canadian) 416 (Canadian), 402 (Canadian) and 527 Squadrons. It featured in a bizarre incident on April 4, 1945, when ACW 2 Margaret Horton was holding down the tailplane for an engine run. The pilot, who thought she had gone away, took off and flew a circuit, wondering all the time why the aircraft was tail heavy! Margaret survived the impromptu test flight. The aircraft is now marked in No. 92 Squadron letters—QJ-J.

**SPITFIRE PR Mk. XIX PM 631:** Built in January, 1945, the aircraft served on various Reconnaissance Flights before being modified to meteorological standard. It joined the Memorial Flight at Biggin Hill in June, 1957, and is coded in No. 11 Squadron letters—CA-D.

**SPITFIRE PR Mk. XIX PS 853:** Also built in January, 1945, it was delivered to the Central Photographic Reconnaissance Unit and later went to No. 16 Squadron. Subsequently it was used as a meteorological observation aircraft. In June, 1957, it was flown to Biggin Hill by Group Captain Johnny Johnson to join the Memorial Flight. Painted in Photo Reconnaissance Blue, it wears no squadron markings.



**HURRICANE 11c LF 363:** Built in January, 1944, it saw service with Nos. 63 and 309 (Polish) Squadrons and later No. 26 Squadron. The aircraft has featured in the films *Angels One Five*, *Reach for the Sky*, and *The One That Got Away*. It is currently marked LE-D; the LE for No. 242 Squadron and D for Douglas Bader's own aircraft.

**HURRICANE PZ 865:** The last of some 14,000 Hurricanes to be built, this aircraft appeared in July, 1944. After flight testing and acceptance, it was allotted to Hawker Aircraft and eventually appeared in company colours, being used for racing and demonstrations. Temporarily returned to production markings in 1950, it featured in the film *Angels One Five*. It was then restored to its original wartime markings and in 1972 was presented to the Memorial Flight.



**LANCASTER PA-474:** Built by Vickers Armstrongs at Chester and delivered to the R.A.F. in August, 1945. No longer required as a bomber, it was modified for use on photo-reconnaissance work and for six years was employed on an extensive photographic survey of Africa.

In August, 1952, PA-474 was loaned to Messrs. Flight Refuelling for trials and later went to the Royal Aircraft Establishment where it was employed as a flying test bed in Laminar Flow Swept Wing Flying Trials.

Following its adoption by the Ministry of Defence Air Historical Branch, it was decided to allocate the aircraft to an operational base with skilled technicians available to keep it in flying trim. Waddington was then an obvious choice: Lancasters had operated from there throughout World War Two and No. 44 (Rhodesia) Squadron, based there, was the first unit to be equipped with the type. Following its arrival at Waddington, the aircraft was restored as faithfully as possible to its original condition and painted in standard Lancaster Force camouflage with the wartime code letters of No. 44 Squadron—KM-B.

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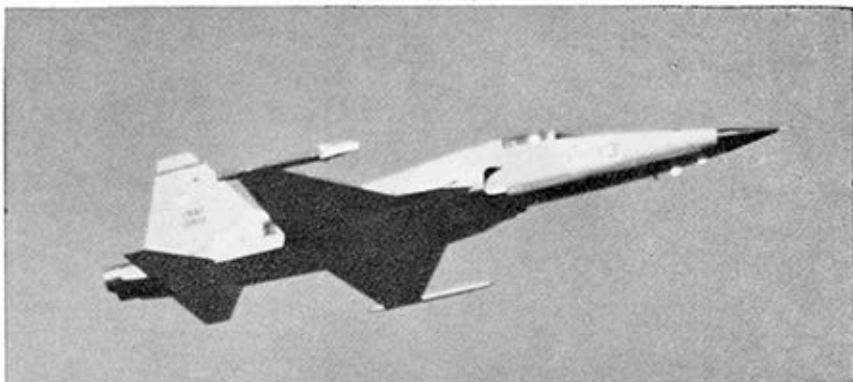
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## F-5E TIGER II



The Tiger II International Fighter is a product of the Northrop Corporation, Aircraft Division, Hawthorne, California, and has greater manoeuvrability, range, shorter take-off distance and increased speed and payload over the F-5A. The first F-5E flew on August 11, 1972.

The aircraft is a single-seat, fixed-wing, highly-maneuvrable supersonic aircraft designed primarily as an air superiority fighter for local air defence with a secondary air-to-ground capability.

It has an overall length of 48ft. 2ins.; span of 26ft. 8ins. and a height of 13ft. 4ins. There are two General Electric J85-21 turbojet engines, with 5,000-lbs. thrust each, with afterburners.

The F-5E has a combat ceiling of 51,700ft. and a maximum speed of approx. mach 1.63 when fitted with missile launcher rails. Armament includes two M-39A2 cannons in the nose with 560 rounds of ammunition; two AIM-9 missiles on wing-tip launchers and the capability to employ a wide range of air-to-ground weapons carried on under-wing pylons and one under the fuselage fixture.

## MOST FAMOUS STAMPE

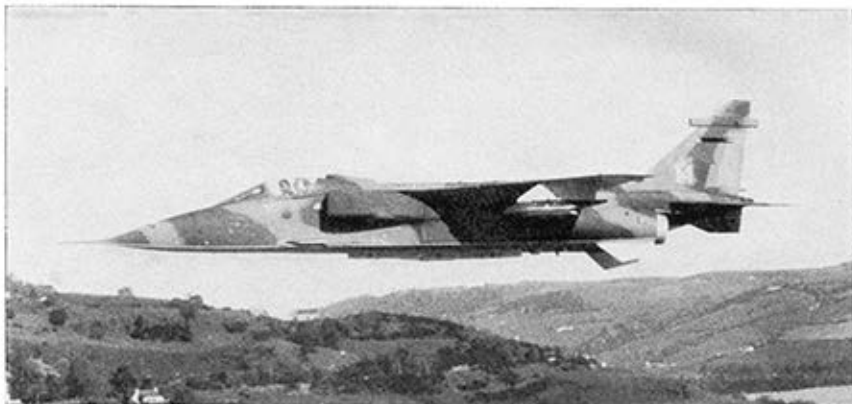
The aircraft Richard Goode is flying today, is possibly the most famous Stampe in the world, having won the French aerobatic Championships twice and the European Championships twice—all in the hands of Marcel Charollais back in the early 1960s.

Bought "as a pile of bits" for £150 in 1972, it was brought back to England and totally re-built and fitted, unusually, with a de Havilland Gipsy Major engine. It is now worth about £8,000.

The Stampe SV4-Gaznn was originally designed as an aerobatic trainer in 1934. It gained widespread acceptance with a number of air forces and some 2,000 were built. It cruises at 100 m.p.h.; will do 200 m.p.h. in a dive and has a range of 250 miles. The engine has an inverted fuel system which allows it to work equally well whatever the attitude of the aircraft.

Richard Goode, aged 31, is a director of a small business in London. He has been flying for six years, concentrating on aerobatics in the last three. He spends his summer weekends display flying and has appeared in Germany and France as well as all over the U.K.

# ANGLO-FRENCH JAGUAR



The Anglo-French Jaguar entered squadron service with No. 54 Squadron, R.A.F. in March, 1974, and is used in the offensive support/tactical strike and training roles.

It is powered by two Rolls-Royce/Turbomeca Adour turbofans and is supersonic at all altitudes. Five external positions are used to accommodate bombs and rockets. External fuel tanks can be fitted and the Jaguar has an internal armament of two 30mm cannon in the offensive support version and one 30mm cannon in the training version.

It has a span of 27ft. 10ins; a length of 50ft. 11ins. (offensive support) and 53ft. 10ins. (trainer); and a height of 15ft. 3ins.

## 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 other "official souvenir" and 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.

R.A.F. personnel from Linton-on-Ouse will be selling the R.A.F. Museum Souvenir Philatelic Cover which features Gp/Capt. Leonard Cheshire, VC, DSO, DFC, who served at the station in 1940-43. It also shows the Whitley Mk. V aircraft which he brought back to the station severely damaged on November 13, 1940, after a raid on Cologne.

On May 13, 1977 (the 40th anniversary of R.A.F. Linton-on-Ouse) the cover was flown from there in a Dominie re-enacting the original flight and with the only two surviving members of the original crew on board: Gp/Capt. Cheshire and Sgt. Taffy Roberts (navigator).

A second commemorative flight took place on May 14 last to the Alne Cheshire Home. On it were 1,500 special covers which Gp/Capt. Cheshire has autographed. The ordinary covers cost 35p; the pilot signed covers 50p and the Gp/Capt. Cheshire signed covers £1.25.

R.A.F. personnel will also be selling copies of the Royal Air Force Yearbook 1977—a 68-page volume containing many interesting articles and colour pictures about the past and present R.A.F. It costs 50p.



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## Naafi and the RAF

The Royal Air Force is the only arm of HM Forces to have had its own trading organisation from birth. When the RAF was formed in 1918 it was served by the Navy and Army Canteen Board which, in 1921, became the Navy, Army and Air Force Institutes.

Today's Naafi is a £200 million-a-year organisation, providing a wide range of goods and services to HM Forces and their families. It operates in 14 countries and runs 177 shops and supermarkets, 96 clubs, and 28 mobiles specifically for the RAF.

Other facilities for the modern

Serviceman, such as insurance, or hire-purchase, can be arranged at most Naafi clubs and shops.

However, Naafi's guiding principles remain unchanged: the provision of a service where it is needed, and the operation of a profitable business which is able to provide funds for Service welfare purposes. The business is run on co-operative lines with the profits being returned as discount or dividend to individual customers or as rebate to unit and central funds. Since 1921 the corporation has returned some £200 million to its customers.



If you were here last year, you will have read the Advert for an Airshow at a tiny airfield called Paull . . . A lot of you came along and had a great day . . . why not tell all your friends about it and bring them with you this year to the :

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## THE VINTAGE PAIR



The Meteor and Vampire aircraft which comprise the Vintage Pair will be seen at 29 air shows in the United Kingdom this year — their sixth display season.

The aircraft represent a quarter of a century of aviation history. A Meteor was the first jet aircraft to enter operational service with the R.A.F.—an aviation milestone recorded in August, 1944, in operations against V1 flying bombs. A training version of the Meteor (T.Mk.7) was the first jet trainer in R.A.F. service. The Vintage Pair's Meteor, WF 791, first flew in April, 1951.

The Vampire T.Mk.11XH 304, which completes the pair, is also a training aircraft and was first flown late in December, 1955. It is the last Vampire flying with the R.A.F.

Both aircraft are fully aerobatic and were in service with the Examining Wing of CFS until 1972 when the Vintage Pair Display Team was founded. They are now maintained at Cranwell. "Vintage" is also the call sign of the historic pair which put on their display of synchronised manoeuvres at more than 20 shows last year.

The pilots and ground crews who fly and service the two aircraft are volunteers and give up much of their spare time during the season to delight air show enthusiasts.

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# 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 Royal Navy/Royal Marines Wessex helicopter display
- 4 Meteor and Vampire (The Vintage Pair)
- 5 Three F-111 "swing wings" (USAF)
- 6 Sea Fury (Fleet Air Arm Historic Aircraft Flight)
- 7 Nimrod submarine hunter/reconnaissance aircraft
- 8 Three F-5 Tigers (USAF)
- 9 Stampe Aerobatics (Richard Goode)
- 10 Lightning from R.A.F. Binbrook
- 11 Vulcan from R.A.F. Waddington
- 12 Bulldog Formation Display Team in synchronised aerobatics
- 13 Anglo-French Jaguar
- 14 Yorkshire Aeroplane Club formation
- 15 Hawk from R.A.F. Valley
- 16 Friendship and Chieftain (Air Anglia)
- 17 The Battle of Britain Memorial Flight
- 18 Three Sioux helicopters (Army Air Corps)
- 19 Pitts "Smitty" Special (aerobatics by Philip Meeson)

## 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:*

*Yorkshire Television (copies of "Farmhouse Kitchen" book). The Star Group of Companies (Hofbrauhaus tickets); Air India (box of golf balls). Joshua Tetley & Son Ltd. (four dozen bottles of Special Pale Ale). Wallace Arnold (free seats for half day excursion). Beatties of London, King Charles Street, Leeds (model kits). British Airways (cabin bags). Yorkshire Post Newspapers Studios (free colour portrait sitting). National Travel (free seats for day excursion). Yorkshire Aeroplane Club (free flight for three). Airfix (model aircraft kits). B & G (Wetherby) Ltd. "00" scale model structures. Lewis's, The Headrow, Leeds (Brut 33 gent's toilet pack). Supercook, Aberford Road, Garforth (spice racks). Mr. A. G. Parker "Albert's" wine shop, Cross Green, Otley (bottle of whisky). Safodik (Export) Ltd., Water Lane, Leeds (Silver Jubilee mirror). City Varieties, Leeds (tickets for pantomime "Cinderella"). Debenhams, Briggate, Leeds (cosmetics to the value of £10). Odeon One and Two, The Headrow, Leeds (six free tickets). Odeon Merrion Centre, Leeds (six free tickets).*

# ACKNOWLEDGMENTS

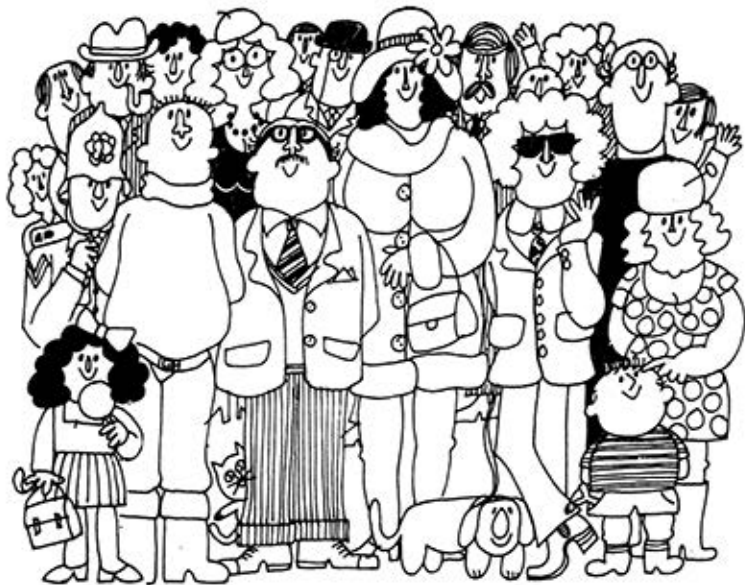
*The Chairman and Council of the Association desire once again to express their sincere appreciation to all those who have so kindly given their services to assist in this annual SSAFA Air Display as under:*

The Ministry of Defence (Navy, Army, Air) the Royal Air Force.  
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 Support Command, R.A.F.  
Group Captain R. B. Gubbins, 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).  
1st Bn. Yorkshire Volunteers.  
The Evening Post (Leeds).  
Allen Rowley, Promotions and Publicity Manager, Yorkshire Post  
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The Chief Constable and all members of the North Yorkshire Police.  
Superintendent J. D. Vasey, North Yorkshire Police in charge of  
traffic arrangements.  
Selby District Council.  
The British Red Cross Society, North Yorkshire Branch.  
The St. John Ambulance Brigade, Leeds Metropolitan Area—  
County of South and West Yorkshire.  
The Manager and Staff of the National Westminster Bank Ltd.,  
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The Sea Cadet Corps, N.E. Area, Yorkshire, & all programme sellers.  
The Automobile Association.  
The Royal Automobile Club.  
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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## BULLDOG FORMATION DISPLAY TEAM

The R.A.F.'s only piston-engined aerobatic display team is the "Bulldogs" which first flew as a team in 1974 when it replaced the "Blue Chips" who were well-known at Church Fenton.

The team, based at No. 3 Flying Training School, R.A.F. Leeming, comprises a pair of Bulldog T1 primary training aircraft. These are fully aerobatic twin-seat (side-by-side) basic trainers. The team pilots are Flt./Lt. David Walby and Lieutenant Kenneth Lamprey R.N.

Flt./Lt. Walby joined the R.A.F. 11 years ago and is a former Vulcan pilot. Lt. Lamprey joined the Royal Navy in 1960 as an apprentice electrician (air) and was commissioned in 1965 as a pilot.

The team manager is Lt./Cdr. Keith Bainbridge, who joined the Royal Navy from school in 1956 and having served around the world in aircraft carriers, he is at present O.C. the Royal Navy Elementary Flying Training Squadron at Leeming. Engineering support for the team is supplied by Cpl. Ian Cuffwright and Senior Aircraftman Jan Jansen.

The Bulldogs display is based on a series of aerobatic manoeuvres performed in synchronisation as they pass each other from opposite directions.

## YORKSHIRE AEROPLANE CLUB



Established in 1909, the Yorkshire Aeroplane Club is one of the oldest of its type in Britain and also one of the most go-ahead with modern premises and equipment at the Leeds and Bradford Airport. Open seven days a week throughout the year, it trains an average of 50 new pilots a year. It has an excellent clubhouse and bar where many social functions are held. A call to Leeds 503840 will bring full details of social and flying activities.

Today, three of the club's training aircraft are taking part in the display. They will be flown by the men pictured here (left to right) Mr. Alex Webster, Director and Chief Flying Instructor; Mr. Dave Pullan, Permanent Staff Flying Instructor; and Mr. John Fenton, Director and Deputy Chief Flying Instructor.



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## AIR ANGLIA

This rapidly-growing and highly-successful British independent airline will today be demonstrating its Friendship and Chieftain aircraft. The former are well-known at the Leeds and Bradford Airport from where the airline operates regular services to Aberdeen, Amsterdam, Bergen, Edinburgh, Jersey, Norwich and Stavanger and it has an enviable reputation for on-time performance.

Expansion has been the key to success for the company which was formed in 1970 to serve the North Sea oil and gas business. Surprisingly, Air Anglia is now the third busiest carrier into Amsterdam's Schiphol airport and many passengers use these services to connect with worldwide routes.

During the past year the total of passengers carried increased by 46 per cent to a total of 248,000.

The majority of the airline's scheduled services are operated by its seven 44-seater Friendships although its three 8-seater Piper Chieftains are used on some domestic services.

Air Anglia has 15 computer screens linked to the KLM computer in Amsterdam, allowing worldwide air, hotel and car-hire bookings to be made. It is the only airline of its size in Britain to have this sophisticated reservations system. The company operates an inclusive holidays subsidiary — Anglia Holidays — which specialises in Holland and Jersey.

# ARMY AIR CORPS' SIOUX



As the Sioux helicopter is now being phased out of service, this might well be the last time such machines will appear at a display of this type. All three Sioux in today's display are from 666 Squadron, Army Air Corps, based at Alanbrooke Barracks, Topcliffe, near Thirsk, and their pilots are Major Bill Carling, Sgt. Brian Pickles and Sgt. David Jones.

The Sioux is a light reconnaissance machine with a cruising speed of 80 m.p.h. It can be used for casualty evacuation, re-supply of troops and for the direction of artillery fire.

It is being replaced in service by the much more advanced and powerful Anglo-French Gazelle which has a maximum speed of 194 m.p.h. and a cruising speed of 144 m.p.h.

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## Events in the Public Enclosure

Before, during and after the Flying Display there will be lots going on in the Public Enclosure.

The Static Aircraft Park (South of the Main Runway/Secondary Runway intersection) is where you will find visiting light aircraft and it is from there that helicopter flights will be available before and after the flying display.

Organisations with stands in the Public Enclosure include: Royal Air Force Recruiting, Lancashire and Yorkshire Miniature Railways (rides for children behind a steam outline locomotive), West Yorkshire Model Flying Club and 168 Squadron A.T.C. (control line model flying display), R.A.F.A. Tadcaster Branch (tombola, roundabouts and balloon race), Leeds and District Fellowship of F.E.P.O.W. sales stall; Bomb the Bridge stall, The Aeroplane Collection Ltd., Finhead Ltd. (toys and aircraft kits), Campkins Camera Exchange, Alcan Design Products (double glazing, replacement windows), Nevins Stickers, National Coal Board, Air Anglia Ltd., North York Moors Historic Railway Trust and M. G. Harris (binoculars, radios and watches), North Yorkshire Police (accident/crime prevention and recruiting exhibition).

*Wherever you are...*

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.

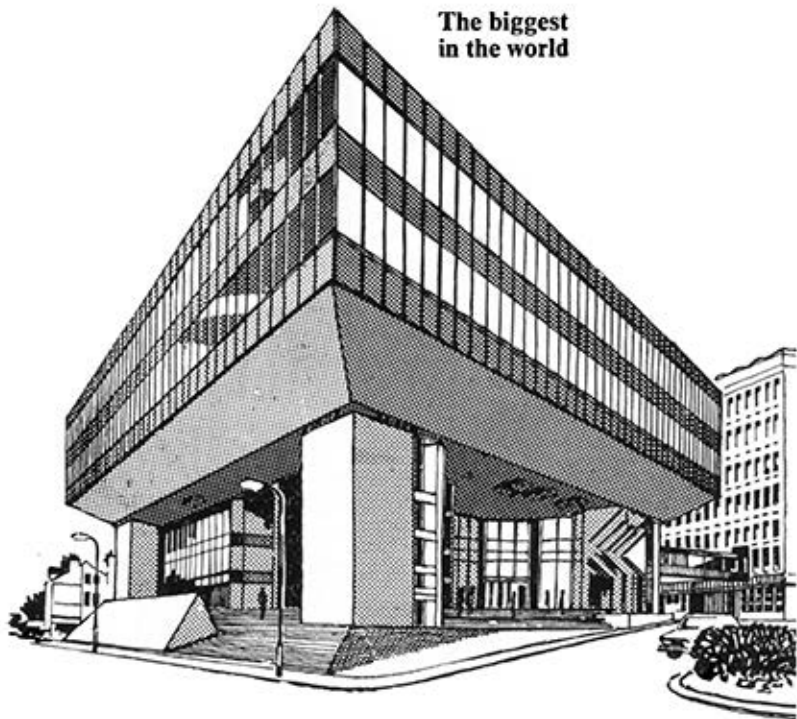
Founded in 1853, the Halifax Building Society – despite its tremendous growth – has remained in the town of its origin. The new Head Office building, the design of which is one of the most advanced in Europe, provides ideal facilities for the best possible service to the Society's customers, old and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

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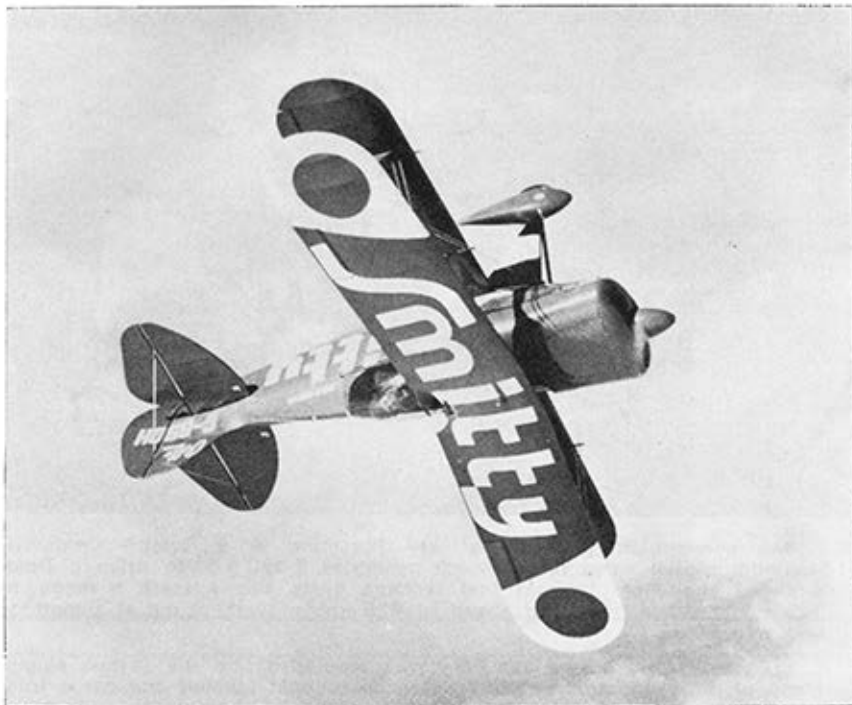
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## MEESON'S SMITTY SPECIAL



No—the picture above isn't upside down. The trouble is, when you are trying to get pictures of Philip Meeson in his Smitty Special, it is difficult to catch him right way up!

Philip is 29, unmarried, and an aerobatic enthusiast whose airborne antics have thrilled hundreds of thousands. He does things with his Smitty Special that other pilots claim to be impossible.

Having joined the R.A.F. in 1967, Philip started flying competition aircraft with the Tiger Club. But it wasn't until he left the Air Force that he built his own aircraft and really got into aerobatics.

In 1974 his Pitts Special was complete and in 1975 he was chosen to be a member of the British team at the European Aerobatic Championships in Denmark. At the World Aerobatic Championships at Kiev, Russia, last year, the team was placed third overall, beating all the other Western nations in the contest.

Today, Philip will be demonstrating how he helped to put the team into that winning position with his Pitts—now Smitty—Special, presented by Coty.

---

### Mining means mighty machines

The traditional "pick and shovel" image of the miner is a memory of the past. The full-size model Dinthead, displayed by the NCB today in the Public Enclosure, is an example of one of today's mighty mining machines. Operated by one man, the Dinthead is capable of the quick advances necessary for profitable coal extraction.

# THE LUSTY SEA FURY



The power plant driving the lusty Sea Fury is a Bristol Centaurus 18-cylinder sleeve valve radial which generates 2,480 h.p. to drive a Rotol five-bladed propellor. Internal fuel tankage gives the aircraft a range of 1,000 miles with a maximum speed of 425 knots; working out at something like 5 m.p.g.

Built by Hawkers, the Sea Fury was reputed to be the fastest single-engined piston production aircraft to see operational combat and came from a specification to produce a lighter and faster fighter-bomber to replace the Hawker Tempest.

Following the flight of the first prototype in February, 1945, the Royal Navy placed orders for 565, and a further 109 were exported to Pakistan, Egypt, Burma, Cuba, Iraq and Germany. The aircraft in today's display—TF 956—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 and later joined H.M.S. Theseus. 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, when at least one of the latter was shot down by the more manoeuvrable piston-engined aircraft.

After returning to the U.K., the aircraft was re-purchased by Hawkers and restored, eventually being offered to the Fleet Air Arm Historic Aircraft Flight in 1971.

## 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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# ROYAL NAVY & ROYAL MARINES



Very much a combined operation, the "nautical" segment of today's display will feature a Wessex Mk. 5 helicopter of No. 846 Naval Air Squadron with Royal Marines personnel who will demonstrate abseiling techniques. This is a highly-skilled exercise which allows troops to land from a hovering helicopter into jungle clearings or similarly restricted areas where it would be difficult for the machine to land.

No. 846 Squadron was first commissioned over 30 years ago and has been disbanded and recommissioned three times since then. In its present state it operates eight Wessex Mk. 5 helicopters and is one of the Royal Navy's two remaining front line Commando squadrons whose main role is the support of Royal Marines on NATO's Northern flank in Norway and Denmark.

The Wessex Mk. 5, built by Westland Aircraft Ltd., is a twin-engined all-purpose helicopter used primarily for troop-carrying. It can carry a dozen or more fully-armed combat troops, Artillery, Land Rovers or bulky loads can be slung underneath and released whilst the machine hovers. It is also capable of carrying air-to-ground missiles.

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## Historical Railway Trust

The North Yorks. Moors Historical Railway Trust was formed to advance the education of the public in the history and development of railway locomotion by the maintenance in working order of the historic and scenic railway line between Grosmont and Pickering, North Yorkshire. See their stand in the Public Enclosure for details of this preserved line which runs through some of the finest National Park scenery in the North.



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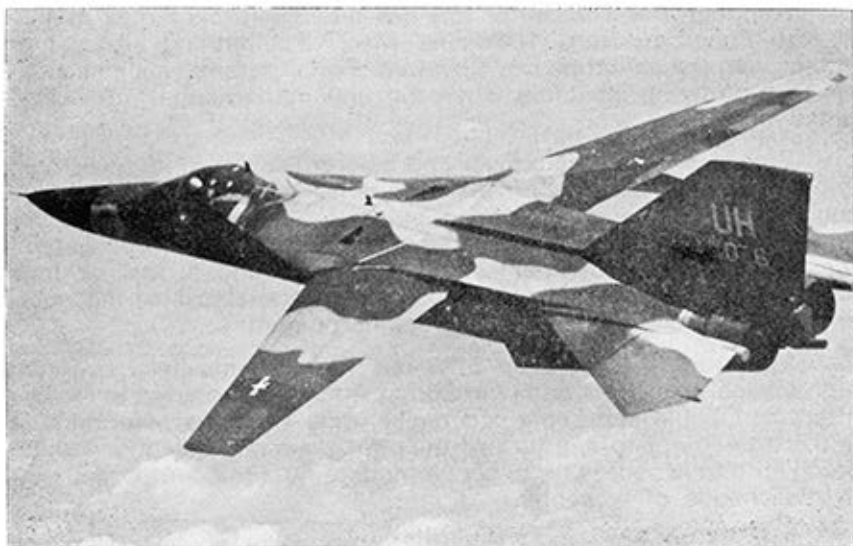


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## F-111 "SWING WING"



The F-111 is a tactical strike aircraft with the primary mission of near all-weather, day or night operations in the conduct of conventional and nuclear warfare. It has a variable-sweep wing which can be positioned in flight at various angles between full forward and aft positions; hence the "swing wing" description.

The variable geometry allows the aircraft to operate from relatively short runways, fly at supersonic speeds at low altitudes and reach Mach 2.5 above 60,000 ft.

The first F-111 flight was on December 21, 1964 and the first operational aircraft was delivered to the Tactical Air Command, U.S.A.F., on October 16, 1967, at Nellis A.F.B., Nevada. Since then over 400 F-111s have been delivered to tactical units and contingents of the aircraft conducted tactical bombing operations in Southeast Asia during 1968, 1972 and 1973.

Manufactured by General Dynamics Corporation, the aircraft has two Pratt and Whitney TF30 turbofans with afterburners. It has a two man crew and can carry 25,000-lbs. of bombs. The span is 31ft. 11ins. retracted; 63ft. extended; with a length of 75ft. 6ins. and a height of 17ft.

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### **Nevins Stickers**

Nevins Stickers, of Bethel Street, East Morton, Keighley, have on display in the Public Enclosure a full range of fun stickers and patches. Distributors and manufacturers of these items, they can give big discounts on bulk orders and can make up one-off designs in quantity. See them in the Public Enclosure.

# STRIKE COMMAND'S LIGHTNING

Although the interceptor role has now been taken over mainly by the Phantom, from 1960 the Mach 2 Lightning all-weather fighter was the spearhead of Royal Air Force defence against high-speed high-flying intruders when the first marks came into operational service.

Employing the great power and inherent safety of its twin Avon engines, the Lightning can make a reheat take-off, climb supersonically and then accelerate to twice the speed of sound in 3½ minutes. Using the proved, reliable and effective fire-control system, the pilot can make a radar search of the sky ahead, lock-on to a selected target, approach under computer-generated steering guidance, then attack with missiles, rockets or gunfire.

Firestreak or Red Top infra-red homing missiles, two-inch high explosive rockets and twin 30mm Aden guns, carried in rapidly inter-changeable self-contained packs, give a choice of armament in the interceptor role, a turn of the pilot's weapon selection switch being all that is necessary to accommodate the fire control computer to the change of weapons.

The long-range Mk. 6 Lightning has more powerful engines and more advanced radar, navigational and fire control equipment than the earlier marks. It uses Red Top collision course missiles which are radar and computer launched at optimum to cope with closing speeds approaching 3,000 m.p.h. The missiles can be fired singly or in pairs and have a snap-up capability that enables the Lightning to strike an aircraft flying above its own altitude.

Each mark of Lightning has a complementary fully operational two-seat trainer with a performance similar to that of the single-seat fighters. The trainers have duplicated controls, instruments and fire-control displays and thus are capable of fully-operational two-man sorties, the pilot being free to concentrate on his instruments while the other crew member controls the weapon system.

---

**CAR PLAYING UP ON THE WAY HERE?** — See the classified columns of the Evening Post for details of hundreds of car bargains every week.

## **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 . . .

## Helicopter Flights

Before and after the flying display, helicopter pleasure flights will be operated by Heli-Leeds from the Static Aircraft Park in the Public Enclosure. They will commence at approx. 10-30 hrs. and end at 13-30 hrs; re-commencing at 17-15 hrs. Prices are: adults £2 and children £1-50.

Based at Whinmoor, near Leeds, Heli-Leeds is a very experienced helicopter company which makes regular flights on behalf of the Police, local government organisations, newspapers, TV companies and various industrial and commercial organisations.

---

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**GILDING LEEDS TOWN HALL DOME** is the only extravagant thought John Wellington allows himself. Otherwise he's generally for tarring and feathering local authority spendthrifts. Read his controversial column nightly in the Evening Post.

---

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---

**HOUSE HUNTING?** — The classified columns of the Evening Post contain details of hundreds of properties of all types every week.

---

## Campkins Mobile Camera Shop

Campkins Mobile Camera Shop and Film Sales Unit will be selling all makes of films—black and white, colour and Polaroid—in the Public Enclosure. Also a selection of cameras, cine cameras, binoculars, telescopes and a range of sunglasses, including Polaroid and Zeiss. Other items on sale will include photo monopod shooting stick seats and walking aids; also postcards of interest.

## THE VULCAN B.Mk.2



The world's first delta-wing bomber, the Vulcan has been the backbone of the Royal Air Force's bomber force for some years.

R.A.F. squadrons are equipped with the Mk.2 version which has assumed a tactical role following the introduction of the Royal Navy's Polaris submarines. Apart from its nuclear capability, its ability to carry a large number of 1,000-lb. bombs over a considerable range, and to attack accurately at night in any weather conditions from very low altitudes to heights in excess of 50,000 ft., makes the Vulcan a powerful conventional strike aircraft.

Its span is 111 ft., length 100 ft. and height 27 ft. It has four Rolls-Royce Olympus engines which develop between them over 80,000-lbs. static thrust, enabling the aircraft to cruise at high subsonic speeds when operating at 50,000 ft.

All four engines can be started simultaneously, with powered controls and flight instruments ready for use within 30 seconds. Four Vulcans can be airborne and clear of the field within two minutes of starting up.

All servicing can be carried out from panels easily accessible from beneath the aircraft, obviating the need for heavy equipment. Ground refuelling is controlled by internal computer and the electrical generating equipment in the Vulcan can produce sufficient power to light the streets of a small town.

The crews of the Vulcan force carry out overseas flights to the Middle East, the United States and Canada as part of their normal training procedure. Emphasis is placed on the ability of the force to provide tactical reinforcement wherever needed in the shortest possible time.

To ensure maximum operational efficiency, the Vulcan carries a crew of five: Captain (first pilot); Co-pilot (second pilot); navigator plotter; navigator radar, and air electronics officer. Their job demands a high degree of co-operation and, after training, the crew normally stay together as a team for at least one full operational tour of duty.

# FIRST OF THE MANY.

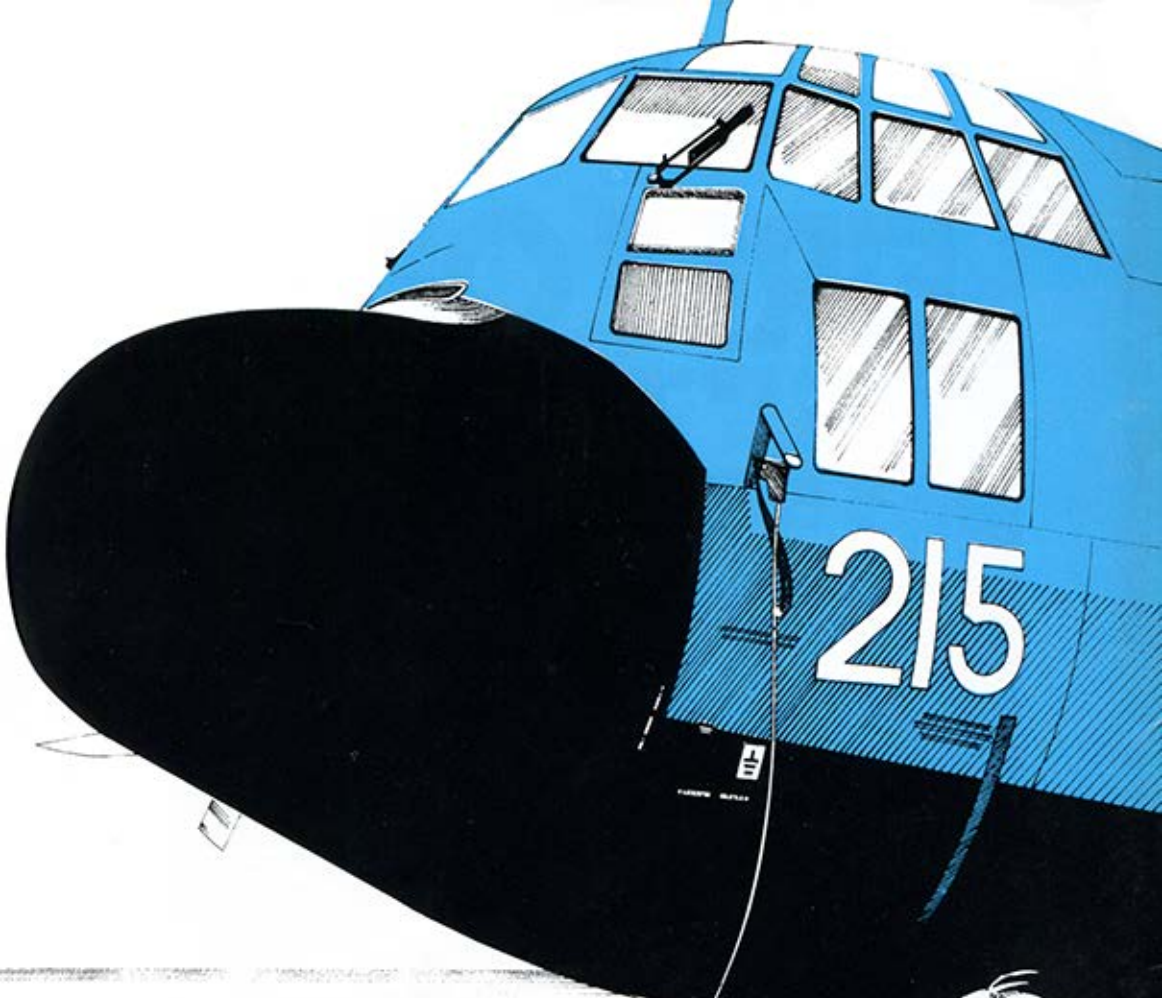
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