

SSAFA AIR DISPLAY



SUNDAY · JUNE 3 · 1979



RAF CHURCH FENTON



Rothmans

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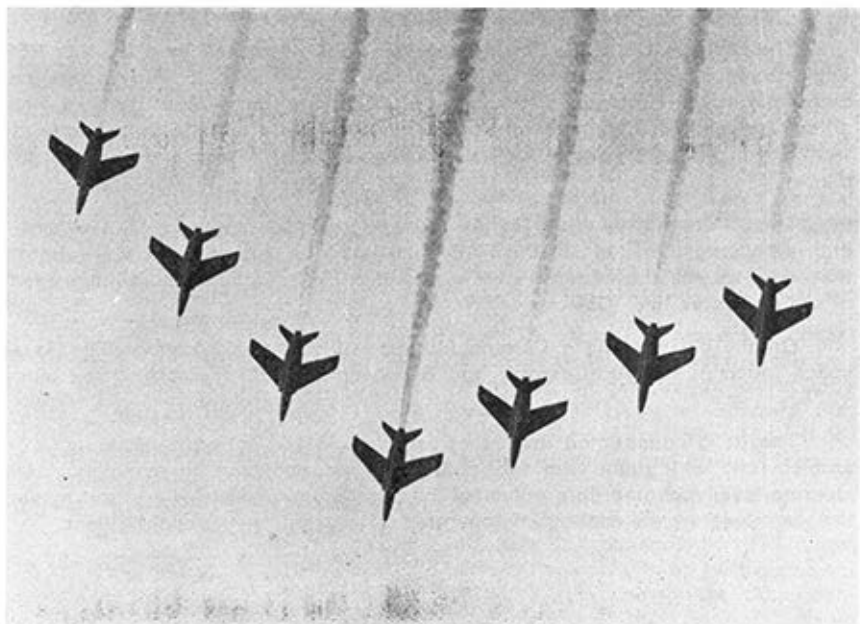


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THE RED ARROWS

If you have your camera with you today, make sure you capture some shots of the Red Arrows, the world-famous Royal Air Force aerobatic team, for this might well be the last season they will be using their well-tried and well-liked Gnat aircraft. In the not-too-distant future they will be re-equipping with Hawk trainers.

The Red Arrows, an equivalent of a standard RAF squadron, form part of the Central Flying School (CFS), based at RAF Leeming, North Yorkshire. As a detached squadron of the CFS, the Red Arrows, operate from RAF Kemble, near Cirencester, under the command of their team leader, S/Ldr Brian Hoskins. Completing the team are the eight pilots, a manager, an adjutant, an engineering officer and 26 airmen groundcrew.

Pilots can normally expect to fly with the Arrows for three years and preparation for the team's display year begins the previous July when the selection of new pilots for the following year takes place.

The new team pilots arrive at Kemble during late summer, as the display season is coming to an end. They are re-familiarized with the team's aircraft, and carry-out formation flying practice.

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

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

BLERIOT MONOPLANE TYPE XI

The Bleriot XI first flew on January 23, 1909, powered by a 30 h.p. REP engine, subsequently replaced by the more efficient 25 h.p. Anzani engine. Louis Bleriot was determined to win the £1,000 prize for the first powered flight across the English Channel and on July 25, 1909, he took 35 minutes to fly from a point near Calais, to Dover, to stake his claim to a place in aviation history.

The XI on display today is the property of Commander L. D. Goldsmith and is on long term loan to the RAF Museum. It is one of three such aircraft that were rebuilt and restored over a period of 18 months by a five-man team of volunteers at RAF Colerne.

On the closure of the Colerne Museum, it was transported to The Aerospace Museum at RAF Cosford, and has been on public display there since 1976.

The XI is constructed mainly of ash and poplar, spliced with piano wire and covered with rubberised fabric. Control was achieved by movement of a steering lever mounted on a universal joint which warped the wings and moved the rear elevator; the rudder was operated by a pedal on the cockpit floor.

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ROTHMANS AEROBATIC TEAM



Making a welcome return to the UK after an absence of two years is the Rothmans Aerobatic Team. Since 1977, the team has undertaken tours of Egypt, the Middle East, Greece, Spain and the Canaries, Sierra Leone, Liberia, Senegal, Ivory Coast and The Gambia, giving more than 120 displays which have been seen by over six million people.

The team is currently undertaking a three-month tour of the UK, and then will be off on world-wide travels again with an itinerary that includes tours of Malaysia, Indonesia, Australia and Hong Kong.

Formed in 1970, the team originally flew the Belgian-designed Stampe SV4 biplanes. In 1973, these aircraft were replaced by the present Pitts S2A's and these American-designed and built aircraft enable the team to extend the display to the breathtaking peak it has now reached.

This year the Rothmans team includes a new leader and three new pilots. The leader is 39-year-old

Welshman Marcus Edwards. He joined the Royal Navy in 1962 and flew Sea Vixens from HMS Eagle. He later flew with the Red Pelicans Aerobatic Team and subsequently became a flying instructor with the Royal Jordanian Air Force.

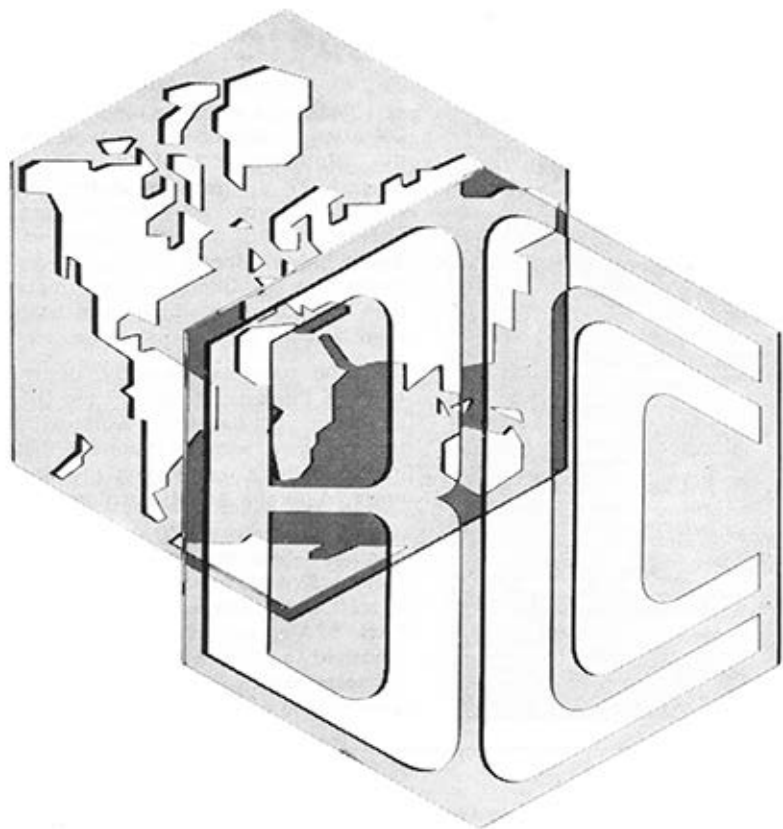
No. 2 position is flown by Rod Rea, born and educated in Hull and now aged 36. He joined the RAF in 1974, training on Jet Provost and Gnat aircraft and has also flown Vulcans and Canberras. After leaving the RAF, he joined Dan Air and flew BAC One Elevens.

No. 3 pilot is another 36-year-old, Alan Dix from North London, who trained in the RAF on Jet Provosts and Vampires and later flew Hunters in the UK and Aden before becoming a flying instructor on Chipmunks. Alan has been a captain with Dan Air.

Brian Lecomber is No. 4 pilot and at 33 the youngest member of the team. He is the only Rothmans pilot without military background. He learned to fly 10 years ago and at one stage was chief instructor with the Antigua Aero Club in the West Indies.

Mike Cairns (42) is No. 5 pilot. He joined the RAF as an Engineering Officer, later training as a pilot and has flown Victor, Canberra and Phantom aircraft.

The Rothmans Aerobatic Team display of up to five aircraft manoeuvres includes inside and outside loops; sparkling intertwining cross-overs and flicks; tail-chases; synchronised stall turns; bomb bursts; and the unique slow roll in diamond formation.



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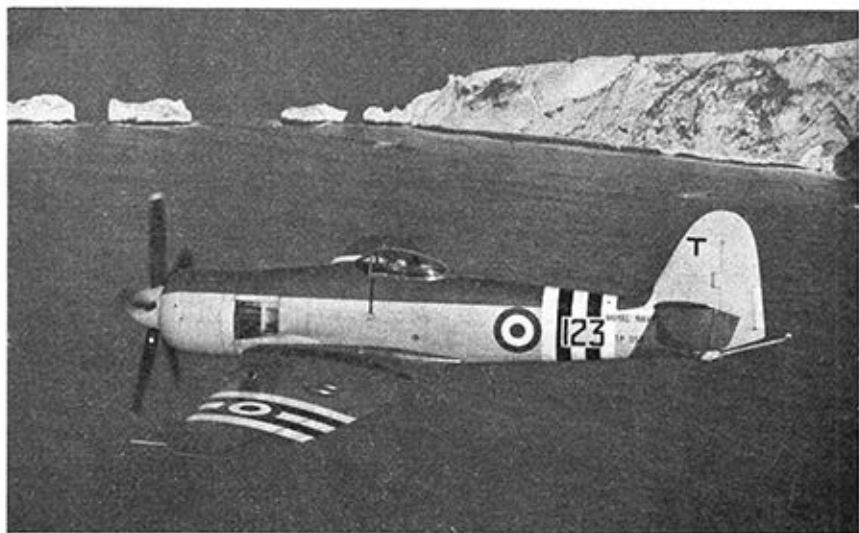


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AIRCRAFT IN THE FLYING DISPLAY



HAWKER SEA FURY — TF956, the aircraft in today's display, was the first FB11 model produced by Hawkers, in 1948. The prototype Sea Fury had flown in November, 1944, with the first production model following in February, 1945. In the Korean war, TF 956 flew some 200 operational sorties from HMS Theseus and was eventually retired in 1954. She was re-purchased by Hawkers for resale abroad but her condition was so good it was decided to renovate her to join the Hawker Historic Aircraft collection. Subsequently she was offered to the Royal Navy and became the second aircraft in their Historic Flight. Span: 38ft 5 ins; length: 34ft 8ins; height: 15ft 10ins; engine: Bristol Centaurus 18 cylinder sleeve valve, air cooled, developing 2,500 h.p.



PUMA — the product of Anglo-French collaboration, the Puma is capable of many operational roles. It has a maximum speed of 143 knots at maximum all-up weight, and can carry 16 fully-equipped troops, or six stretchers and four attendants. It can lift 5,500-lbs as under-slung cargo. Deliveries of the Puma to the RAF started in 1971 and the aircraft supplements the Wessex of Strike Command. Length: 59ft 6½ins; height: 16ft 9½ins; rotor diameter: 49ft 2ins; engines: two Turbomeca Turmo 111C4 turbines mounted side-by-side above the main cabin.

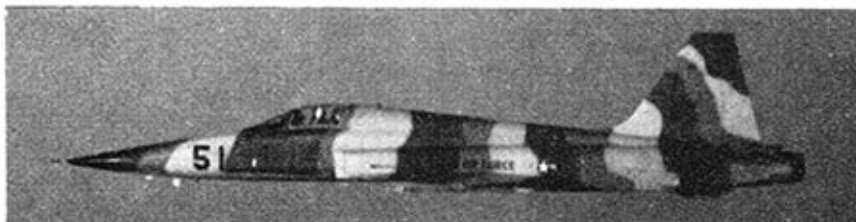
AIRCRAFT IN THE FLYING DISPLAY



VULCAN — the world's first large bomber of delta-wing configuration, the Vulcan has been one of the mainstays of the UK's bomber force since 1957. The prototype first flew on August 30, 1952. RAF squadrons are equipped with the Mk. 2 version which assumed the tactical role following the introduction of the Royal Navy's Polaris-equipped submarines. Apart from its nuclear capability, it can carry a large number of 1,000-lb bombs over a considerable range. Span: 111ft; length: 99ft 11ins; height: 27ft 1ins; engines: four Bristol Siddeley Olympus turbojets.



BUCCANEER — the Yorkshire-built Buccaneer is a long-range strike/attack aircraft with a crew of two which, in addition to its nuclear strike capability, can carry a wide range of weapons both internally and on wing stations, including 1,000-lb bombs, rockets, flares, and the Anglo-French Martel air-to-surface stand-off missile. In the reconnaissance role, the aircraft can carry a camera crate containing vertical, oblique and forward-facing cameras. Span: 44ft; length: 63ft 5ins; height: 16ft 3ins; engines: two Rolls-Royce Spey bypass turbojets developing over 11,000-lbs thrust.



F5E TIGER II — an advanced version of the F5 export aircraft, the F5E is basically a day/night fighter with limited all-weather capability. Manufactured by the Northrop Corporation, it can carry two AIM-9 Sidewinder missiles on wingtip launchers, two 20mm cannon in the nose and up to 7,000-lbs of mixed weapons on four underwing attachments and one underfuselage position. It can fly at speeds up to about 1,000 mph and at an altitude of about 50,000ft. Span: 26ft 8ins; length: 48ft 3½ins; height: 13ft 4½ins; engines: two General Electric J85-GE-21 turbojets, each producing 5,000-lbs thrust with after-burners.



NIMROD — the Nimrod MR Mk 1 is the world's first land-based all-jet maritime reconnaissance aircraft. Basically, it is a variant of the Comet 4C passenger aircraft. Nimrod carries a crew of 12 and some of the most sophisticated electronic equipment in the world, including a digital computer. It entered RAF service in 1969, then being described as the most complex airborne system yet to enter the service. In addition to its air/sea warfare task, the Nimrod also carries-out search and rescue mission. Span: 114ft 10ins; length: 126ft 9ins; height: 29ft 8ins; engines: four Rolls-Royce Spey 250 turbojets.

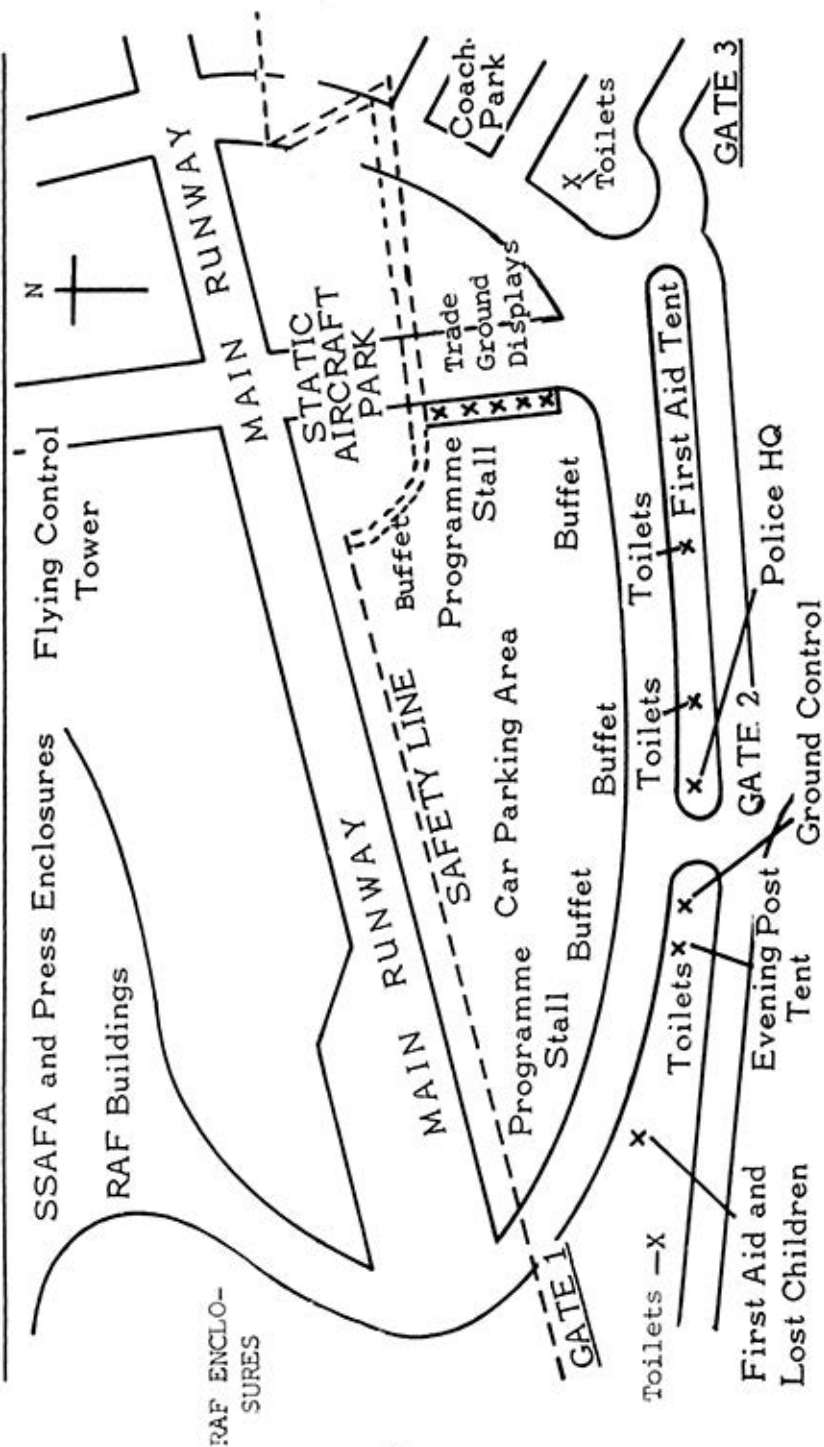


HARRIER — the world's first fixed-wing, vertical/short take-off close-support aircraft entered service with the RAF in 1969. It has a high rate of climb — 10,000ft can be reached in under 40 seconds — and can attain a speed of about Mach 0.95 in level flight. It can carry a total armament of 5,000-lbs — on five weapons pylons — and in addition two 30mm Aden cannons can be mounted externally in pods on either side of the lower fuselage. Pictured here is the T Mk 4 two-seat version. Span: 25ft 4ins; length: 46ft 1ins; engine: one Rolls-Royce Bristol Pegasus vectored-thrust turbofan.



GAZELLE — the Anglo-French Gazelle is one of the fastest helicopters in the world and is used by the RAF as a communications machine and rotary wing trainer. Length: 30ft 10ins; height: 9ft 9ins; rotor diameter: 34ft 5ins; engine: one Astazou 3N turbine.

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



Wherever you are...

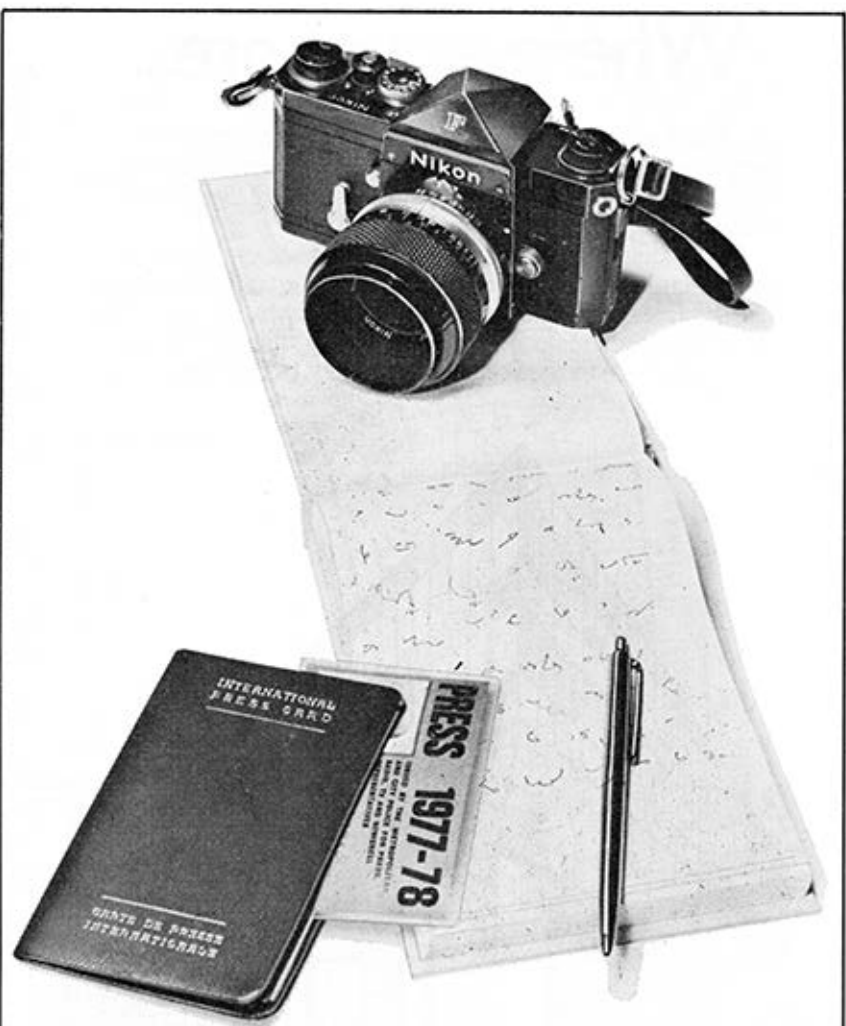
Halifax. This famous Yorkshire town was one of the centres of the wool trade of the 18th and 19th centuries; today it is probably better known as being the home of the Halifax, the world's biggest building society.

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.



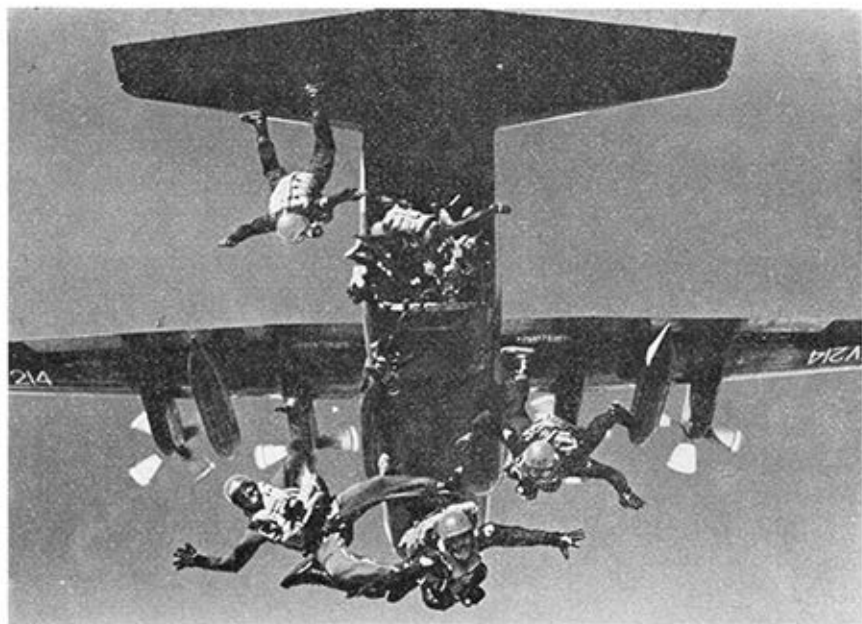
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THE FALCONS, ROYAL AIR FORCE FREE FALL PARACHUTE DISPLAY TEAM



The Falcons are currently the only team of 12 parachutists aiming to land on two small crosses, after performing an aerial pattern during one minute of free fall.

Depending on the prevailing weather conditions, especially the height of the cloud base, the Arrow Head formation (dropping from 12,000ft to 7,000ft in free fall) or the Formation Stack Pull (dropping from 7,000ft. to 2,200ft.) are performed by the team. All the members are instructors at No. 1 Parachute Training School, Brize Norton.

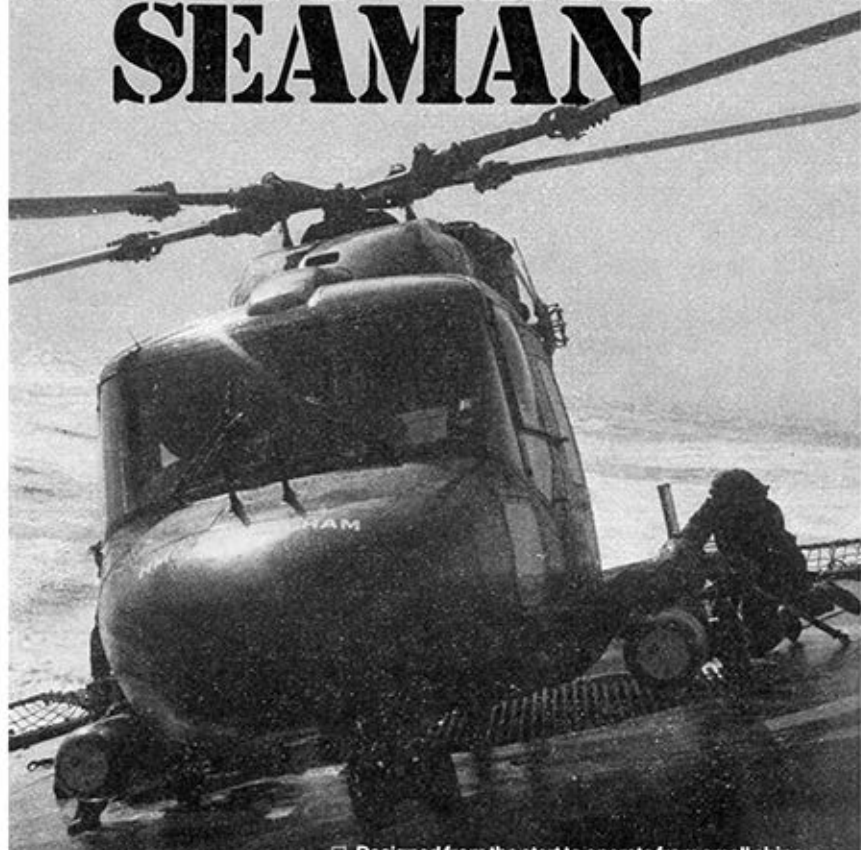
In the Arrow Head formation, the whole team exit the aircraft in three seconds, the first six of them linking up whilst in free fall and travelling at speeds up to 120 mph. The remaining six, known as trackers, move outwards in formation from the centre of the display and reach speeds of 170 mph!

In the Stack Pull, the team exit the aircraft in quick succession and separate into two distinct lines and steer towards the target area.

They will drop from a Hercules aircraft and, in good weather conditions, can be easily tracked by the trails from their smoke canisters.

KIDS REALLY ENJOY Junior Post, the special section for children that appears in the Evening Post every Saturday. Lots of prizes to be won; lots to interest them — get a copy in your house.

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UP, UP AND AWAY !

Balloons are beautiful say ever-increasing numbers of hot-air balloon enthusiasts, among them husband and wife team Crispin and Sara Williams who are the pilots of the two balloons in today's display.

Crispin, a navigation instructor at the Air Navigation School, RAF Finningley, is flying the Domestos balloon (G-BGLX), a 56,000 cubic foot job with a red, white and blue canopy which stands 70ft high and has a diameter of 50ft.

Sara is flying the Leeds and Holbeck Building Society balloon "Blyth Spirit" (G-HOST) of 77,000 cubic feet and capable of carrying three or four passengers. It appears in the blue and white colours of the building society.

Sara and Crispin live at Bessacarr, Doncaster. He represented Great Britain at the World Championships in 1977 as the reigning national champion.

Both balloons were built by Cameron Balloons, of Bristol, whose managing director, Don Cameron, was a member of the British crew of the balloon which nearly became first to cross the Atlantic.

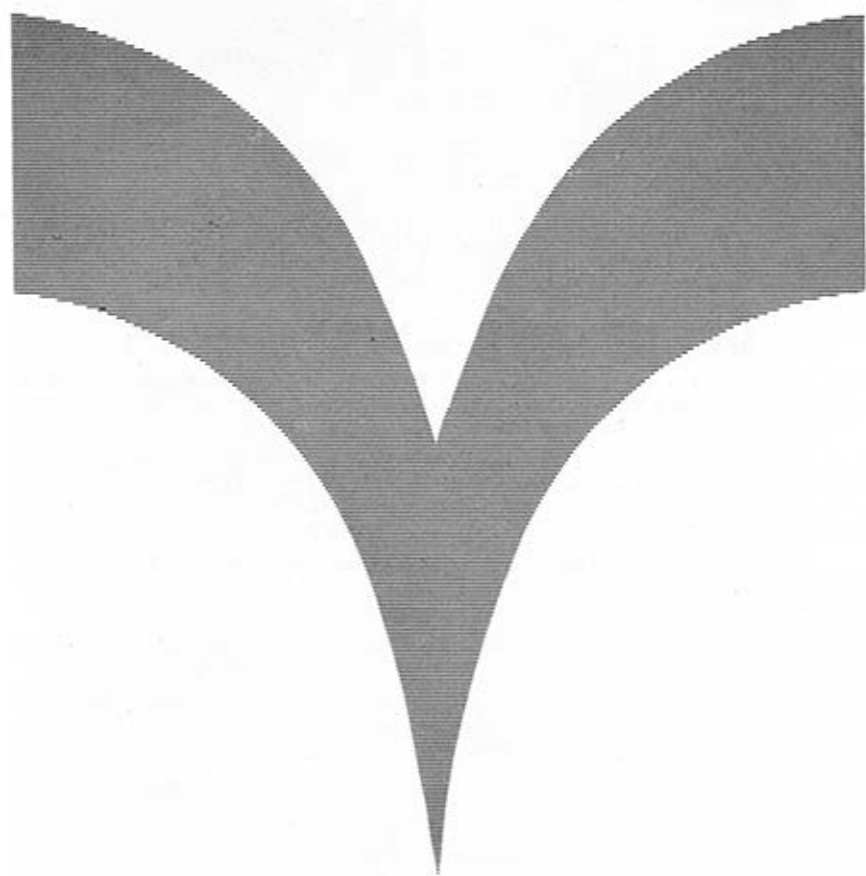
The Leeds and Holbeck balloon had its inaugural flight on October 19, 1978, when it was launched by the then President of the society, Sir Frank Marshall.

THE VINTAGE PAIR

Carefully maintained at the Central Flying School, RAF Leeming, North Yorkshire. The Vampire and Meteor aircraft comprising the Vintage Pair are now in their eighth display season.

They represent a quarter of a century of aviation history for a Meteor was the first jet aircraft to enter operational service with the RAF, in August, 1944, and was used against V1 flying bombs. A training version of the Meteor, the T Mk 7, was the first jet trainer in RAF service.

The Vampire T Mk II, which completes the pair, is also a training aircraft and was first flown in December, 1955. It is the last Vampire flying with the RAF. Both machines are fully aerobatic.



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MARLBORO PITTS SPECIAL

Probably one of the most demanding aircraft to fly and certainly one of the most exciting to watch, the Marlboro Pitts Special is a thoroughbred — specially designed and built to compete in and win aerobatic competitions.

Today it is flown by Philip Meeson who, as British Aerobatic Champion, is well qualified to demonstrate the exciting and spectacular manoeuvres flown in this most modern of sports.

Like a racing car, the Marlboro Pitts is a "no compromise design" — a single seater for lightness, a biplane for strength, and special wings to enable it to fly equally well either way up. And it reacts so quickly to the controls that if you lose concentration for even a couple of seconds, you are likely to miss one of its "flick" rolls!

Whilst the top speed of the aircraft is 200 mph, most of the manoeuvres are entered into around 160 mph. At this speed — during an outside loop, for instance — the pilot will experience 5G. That is, he will be pushed against his straps by a force of gravity equal to five times his own weight.

Span: 17ft 10ins; length: 16ft 10ins; engine: Lycoming 180 h.p.

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.

RAF personnel will also be selling copies of the Royal Air Force Year Book 1979 — a volume containing many interesting articles and colour pictures about the past and present RAF.

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BATTLE OF BRITAIN MEMORIAL FLIGHT



There will be a special treat at today's display for ex-Bomber Command personnel, and for youngsters who have never seen one of World War Two's most famous bombers — the Lancaster.

Having been grounded for 18 months for an extensive overhaul, veteran "Lanc" PA-474 was being prepared for a test flight at the time this was written and there was every hope that she would be able to take part in today's display. She is pictured here at a previous Church Fenton display.

Though she never took part in the European air war, PA-474 has had a distinguished career, having been used on a photographic survey of Africa; as a flying test bed in Laminar Flow Swept Wing trials and in airborne refuelling trials with Messrs. Flight Refuelling.

She joined the Battle of Britain Flight at Coltishall in 1973 and was later adopted by the City of Lincoln whose name and coat of arms she wears.

Span: 102ft; length: 69ft 6ins; engines: four Merlin 24s each generating 1,610 h.p.

The other aircraft in the Battle of Britain Memorial Flight are four Spitfires and two Hurricanes, two of which will almost certainly be in today's display.



PHANTOM — the Rolls-Royce-powered Phantom is the standard RAF air defence fighter in Strike Command and RAF Germany. The FGR Mk 2 (one of 92 Squadron's aircraft is pictured here) is now used as an air defence fighter in the UK and has replaced Lightnings in Germany in the air defence role. The Phantom can fly at twice the speed of sound. It carries Sparrow and Sidewinder air-to-air missiles and a 20mm six-barrelled Vulcan gun. Span: 38ft 5ins; length: 57ft 7ins; height: 16ft 1ins; engines: two Spey 202 axial flow by-pass turbojets, each of 12,250-lbs thrust (20,515-lbs thrust with reheat).



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FLYING PROGRAMME

The flying display will start at 1340 hrs. and end at 1700 hrs. The organisers cannot be held responsible for any alterations in the programme through circumstances beyond their control. Any such alterations will be notified via the Public Address System, over which details will also be given regarding prizes and how and where to collect them. In general, aircraft taking part in the display will make their initial run-in from the East end of the airfield; that is from the Right of the Public Enclosure.

- 1 **The Red Arrows (Royal Air Force Aerobatic Team)**
- 2 **Lightning all-weather fighter**
- 3 **Stampe aerobatic display (Richard Goode)**
- 4 **Vulcan delta-wing bomber**
- 5 **USAF F-5E Tiger II**
- 6 **British Airways Gyroplane**
- 7 **Phantom air defence fighter**
- 8 **Wessex helicopter display**
- 9 **Marlboro Pitts Special (Philip Meeson)**
- 10 **Lynx helicopter (Army Air Corps)**
- 11 **Harrier vertical take-off aircraft**
- 12 **Gazelle helicopter (Army Air Corps)**
- 13 **Sea Fury (Royal Navy Historic Aircraft Flight)**
- 14 **Nimrod submarine hunter-killer aircraft**
- 15 **Rothmans Aerobatic Team**
- 16 **Battle of Britain Memorial Flight**
- 17 **The Vintage Pair (Vampire & Meteor)**
- 18 **Buccaneer strike/attack aircraft**
- 19 **The Falcons Free Fall Parachute Display Team**

ACKNOWLEDGMENTS

The Chairman and Council of the Association wish to thank 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 United States Air Force.

The Belgian 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 Support Command, R.A.F.

Group Captain J. A. Bell, O.B.E., R.A.F., Officer Commanding, Royal Air Force Church Fenton and all Ranks.

The Royal Air Forces Association.

150 Provost Company, R.M.P. and 252 Force Provost Company, R.M.P. (V).

1st Bn. Yorkshire Volunteers and 3rd Bn. Yorkshire Volunteers.

R.E.U., R.A.F. Henlow.

The Evening Post (Leeds).

Allen Rowley, Promotions and Publicity Manager, Yorkshire Post Newspapers Ltd., Editor of this programme.

The Chief Constable and all members of the North Yorkshire Police.

Superintendent J. D. Vasey, North Yorkshire Police in charge of traffic arrangements.

Selby District Council.

North Yorkshire Fire Brigade.

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., Leeds City Office.

The City of Leeds Sea Cadet Corps and all programme sellers.

The Automobile Association.

The Royal Automobile Club.

H.M. Borstals, Everthorpe, Hatfield and Wetherby.

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 R. J. Sturman R.A.F.

Senior Air Traffic Control Officer, R.A.F. Church Fenton
assisted by his control staff

General Commentator:

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

Air Display Organiser:

Beila Newman, Director of Appeals SSAFA

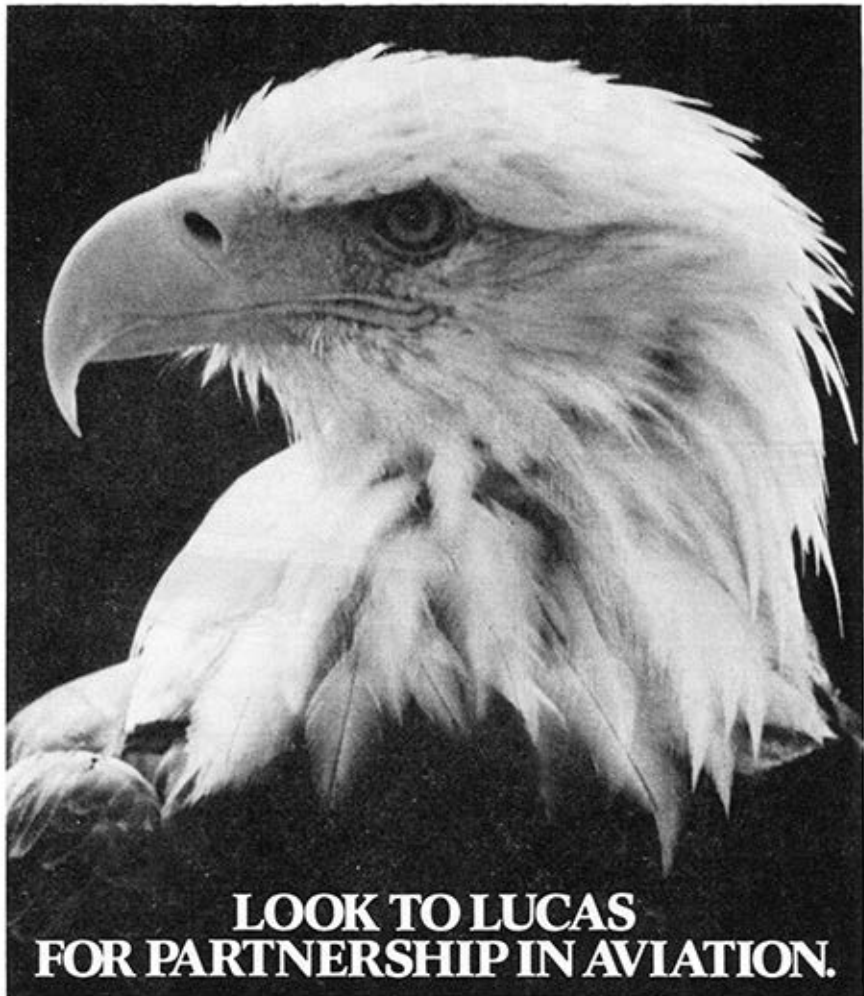


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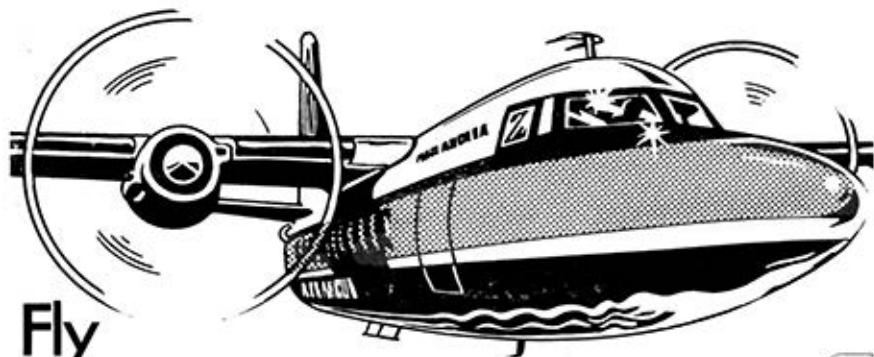
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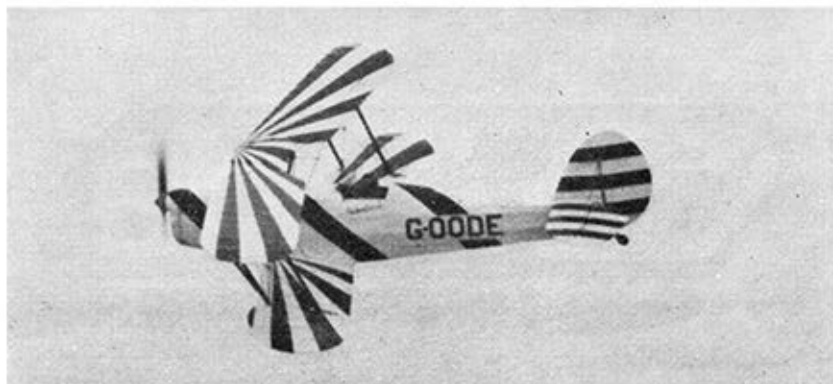
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AEROBATIC SPECIALIST

G-OODE is the registration and Goode is the name: aerobatic specialist Richard Goode is as near as that to his Stampe SV4 biplane in which he gave 67 displays last year.

Aged 33 and the director of a London Management Consultancy, he has been flying for seven years and concentrating on aerobatics for the last five. He came fourth in the 1978 British Aerobatic Championships and was selected for the British team for the 1978 World Aerobatic Championships.

His aircraft is descended from the Stampe aerobatic trainer of 1934 and is one of the most famous of its type in the world, having won the French Aerobatic Championships three times, and the European Championship twice, all in the hands of Marcel Charollais back in the 60s.

Re-fitted with a de Havilland Gipsy Major engine which has an inverted fuel system so that it works equally well whatever the attitude of the aircraft, the machine cruises at 100 mph, does 180 mph in a dive and is now worth about £10,000.



LYNX — the Westland/Aerospatiale Lynx is a high-speed, agile, all-weather multi-role helicopter designed to meet the demands of military forces over the next two decades. As used by the Army Air Corps, the Lynx can perform such operational tasks as anti-tank strike, troop transport and tactical deployment, logistic support, airborne command post, armed escort, casualty evacuation, staff transport etc. It incorporates radically new technology enabling it to achieve prime design requirements of ruggedness and reliability. Length: 49ft 9ins; height: 11ft 6ins; rotor diameter: 42ft; engines: two Rolls-Royce Gem gas turbines.



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BRITISH AIRWAYS GYROPLANE

When he's flying the remarkable little Campbell "Super Cricket" Gyroplane, Captain J. C. Kitchen has to climb quite a bit to reach the level of a British Airways' TriStar cockpit which is his normal workaday position!

Harrogate-born John Kitchen was in the Fleet Air Arm before he joined BOAC, back in 1957. He loves flying TriStars but also takes great delight in handling the nippy Gyroplane for which he is also a flying instructor.

Flown in British Airways' colours as part of the airline's "Flying Carnival", the Gyroplane G-AXVK has a 2074c.c. VW engine with a directly-connecting propeller revolving at 3500rpm. Maximum speed is 85 knots.

Campbell Aircraft built 42 "Cricket" before production ceased in 1972. They are extremely economical to run (about one-tenth the cost of a normal helicopter) and have many uses — including radar calibration and even "shrimp spotting" in Kuwait!

PLEASE . . . DON'T BE A LITTER BUG

We want everyone to eat, drink and have an enjoyable time at today's event but, please, put your empty bags, wrappers, containers, bottles or what-have-you in the receptacles provided. Don't make a contribution to the reputation the British have for being litter bugs. If there isn't a rubbish receptacle near you, pop your litter in a bag, take it home and put it in your bin. Help Keep Britain Tidy!

GIANT JACKPOT every week on Pick the Spot, Yorkshire's famous family football contest in the Evening Post and Yorkshire Post. Coupons appear on Fridays, Saturdays and Mondays. Make sure YOU enter.

DID YOUR CAR give you trouble on the way here? Then see the Classified columns of the Evening Post for hundreds of car bargains every week. A few minutes' study could solve your problem.

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 Naafi is a £240 million-a-year business providing a vast range of goods and services. Trestle-and-bench canteens have been superseded by sophisticated clubs which usually offer comfortable bars, TV rooms, cafe services (including 24-hour coin-machine facilities), and a small shop stocked with toiletries, confectionery, gift goods, and so on. Increasingly the clubs are providing live entertainment through Naafi's own booking agency.

But while the social importance of the club

has continued to grow, its importance as a source of revenue has been overtaken by the shops and supermarkets serving families and messes.

Other facilities for the modern Serviceman, such as insurance, or hire-purchase, can be arranged at most Naafi clubs and shops.

The changes which have taken place in Naafi have come about in response to changes in the requirements of the Forces. But Naafi's guiding principles remain basically the same: the provision of a service at reasonable prices wherever it is needed, and the operation of a profitable business which is able to provide funds for the welfare of the Serviceman and his family. Following these principles Naafi has returned some £220 million to its customers.



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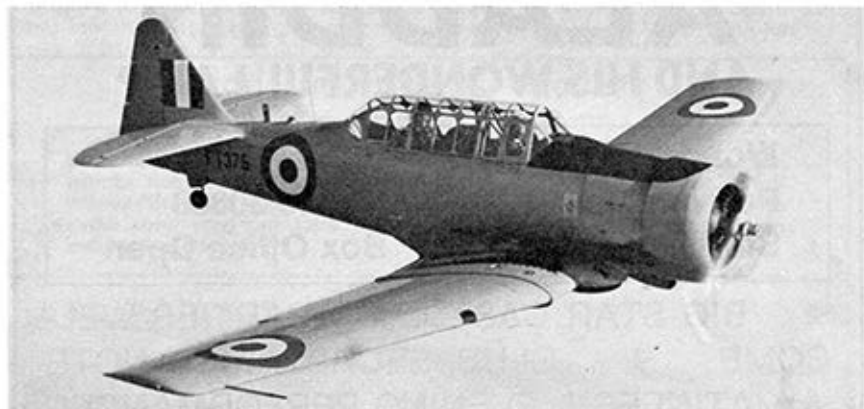
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STATIC AIRCRAFT PARK

The Static Aircraft Park has been considerably enlarged for this year's display and will feature a number of unusual, off-beat and interesting aircraft. Among them :

NORTH AMERICAN HARVARD — well-known in Britain's wartime skies in its training role (and one of those rare aircraft recognisable to many by sound alone), the Harvard was originally produced as an advanced training aircraft.



Three are still in service in Britain, all of them in daily use at the A & AEE Boscombe Down, and one of these aircraft is on view today. FT 375, KF 183 and KF 314 were originally ordered by the U.S. Government for delivery under Lease-Lend and were completed in December 1943, April 1944 and May 1944 respectively. Originally used as trainers, they are now used in the air-to-air photographic role, the photographer occupying the rear seat, with the canopy open, so that he has an unrestricted view.



TIGER MOTH G-ANRF — this world-famous aircraft was the one in which Flt./Lt. Christopher David Cyster made his solo commemorative flight from England to Australia last year to mark the 50th anniversary of the first England-Australia solo flight by Bert Hinkler in February, 1928.

Bert Hinkler flew from Croydon to Darwin in an Avro Avian biplane in 15½ days. Flt./Lt. Cyster took 32 days to make the trip owing to a series of delays, mainly due to bad weather.

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Static Aircraft Park (continued):

His Tiger Moth was built for the RAF in 1941 and was specially modified for its long flight, including the addition of specially-designed fuel tanks.

Flt./Lt. Cyster was serving as an instructor on Hunters at RAF Valley, Anglesey, at the time he made his flight. He has been a veteran aircraft enthusiast for many years and bought his first Tiger Moth in 1969.

JET PROVOST T Mk. 5 — in daily use at Church Fenton, this training aircraft features side-by-side seating on Martin-Baker automatic ejection seats. The cabin is pressurized and has a power-operated sliding canopy. Span: 35ft. 4ins.; length: 33ft. 7½ins.; height: 10ft. 2ins.; engine: one Viper turbojet.

YOU AND YOUR JET PROVOST INSTANT COLOUR PICTURES !

Be photographed with—and take a look around—a Jet Provost trainer near the Static Aircraft Park. For 70p you will get a full colour Polaroid instant photograph, ready mounted, and at the same time you can take a close look at the aircraft; including inside the cockpit !



CESSNA 172 — registered G-YORK is from the Sherburn Aero Club. A four-seater, it has a 160 h.p. engine and cruises at 120 m.p.h. It has sufficient range to reach the Continent in one hop from Yorkshire. Its fuel consumption is seven gallons per hour.

CESSNA 150 — registered G-BBDT is also from the Sherburn club, and is a two-seat general purpose aircraft used for training and touring. Its 100 h.p. engine gives it a cruising speed of 95 m.p.h.

BLERIOT MONOPLANE TYPE XI — details of this aircraft appear on Page 2.

POPULAR FLYING ASSOCIATION — will be showing a number of aircraft from their North West and North East branches, including:

JODEL G-AVVM — a single seat, wooden low-wing monoplane designed and built by Edouard Joly and his son-in-law Jean Delmontez (hence Jodel), the aircraft has a flat four air-cooled 90 h.p. engine giving a cruising speed of 120 m.p.h. It stalls at 30 m.p.h., climbs at 750 to 1,000 ft. per minute and has a ceiling of 16,400 ft.

EMERAUDE — designed by M. Claude Piel for both amateur and factory production. Constructed of wood, with fabric covering, it features a curved trailing edge to the wing. Powered by a 90 h.p. engine, it has a cruising speed of 110 m.p.h., and a range of 650 miles.

TAYLOR MONO PLANE G-BDRF — first flew on April 24, 1977, after some 2,500 hours of construction time. Built entirely of wood, it has wheels and brakes as used on go-carts and the engine is a 1,500c.c. VW, rescued from

Static Aircraft Park (continued)

a scrap yard. The engine develops some 40 h.p., giving a cruising speed of 80 knots. The aircraft weighs 500-lbs., has a wing span of 21 ft. and a length of 15 ft.

NORD NC854S (G-BAUZ) — Manufactured in France, the aircraft has a flat four 66 h.p. Continental engine which gives a cruise speed of 78 m.p.h. and a maximum speed of 100 m.p.h. Its range is some 300 miles. The stall speed is 42 m.p.h. and the aircraft climbs at 500 ft. per minute.

CAVALIER G-BCRK — this aircraft represents the more sophisticated end of the ultra light home-built spectrum. It is literally a scaled-up model aircraft, with spruce and birch replacing balsa wood in the construction. The building of this particular aircraft actually began in a spare bedroom, progressed through a garage to an airfield and was completed in 2½ years when it made its trouble-free first flight. The aircraft is 20 ft. long, has a span of 28 ft. and its 115 b.h.p. Lycoming engine gives a cruising speed of 110 m.p.h.

CAVALIER G-AZHH — first flew in December 1976, after some 2,500 hours of spare-time construction. Its owner/constructor, David Buckle, has logged over 200 hours in the aircraft, including several international flights.

FOUGA MAGISTER CM-170 — this visitor from the Belgian Air Force is typical of this make of trainer, which has been used by a number of air forces. A twin seat aircraft, the prototype first flew on July 23, 1952, and the first Belgian aircraft was delivered in January, 1960. Subsequently, similar aircraft were supplied to Germany, Austria and Finland and they were also built under licence in Israel. Span: 37 ft. 5 ins; Length: 33 ft; Height: 9 ft. 2 ins; Engines: two Turbomeca Marbore IIA turbojets.

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TODAY'S PRIZE LIST

If there's a sticker on this page, you have already won a prize. But whether there is 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 ("Flambards" LPs and copies of "Farmhouse Kitchen" book); The Star Group of Companies (Hofbrauhaus tickets); Joshua Tetley & Son Ltd. (four dozen cans of Special Pale Ale); Wallace Arnold (day excursion for two); Beatties of London, King Charles Street, Leeds (model kits); British Airways (return tickets for two Leeds/London); Yorkshire Post Newspapers Studios (free colour portrait sitting); National Travel (day excursion voucher); City Varieties, Leeds (box tickets for forthcoming pantomime); Yorkshire Aeroplane Club (free flight for three); Airfix (model aircraft kits); B & G (Wetherby) Ltd. (model kits); Singapore Airlines (cigarette lighter & cut glass ashtray); Odeon, Leeds (12 free double tickets to cinema, Diana Ross eight-track stereo cartridges and film paperbacks); John Smiths Tadcaster Brewery Ltd. (two dozen 16-oz. cans of beer); Wakefield Theatre Club (table for four for show in July); Brentford Nylons (blankets); Leeds Shaver Centre (six vouchers for shaver maintenance); Yorkshire Tea (10 boxes of tea bags); Ziebart (Great Britain) Ltd., Burley Road, Leeds (rustproofing treatment); Air India (gents' wallets).

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KEEP BRITAIN TIDY

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SEE THESE GROUND EVENTS

As well as the flying display, there will be a good deal to see on the ground at today's air show. In the Public Enclosure, watch out for :

WEST YORKSHIRE MODEL FLYING CLUB — are putting on a display of model aircraft flying. The club has a membership of about 60. All the models flying and on exhibition and hand-built by members, mainly from kits, although some are scratch-built from members' own designs.

AIR YORKSHIRE — organises regular meetings at Leeds-Bradford Airport to hear guest speakers from the world of aviation and to see slide and film shows. Trips are organised to air displays and flights are organised for members in both commercial and light aircraft. The society publishes a monthly magazine which takes a detailed look at aviation in Yorkshire. Details can be obtained from the society's stand on the airfield.

YORKSHIRE AIRCRAFT PRESERVATION SOCIETY — is ready to welcome new members. Talk to existing members on their stand or write to: Steve Potts, 27 Albermarle Road, York YO2 1EW. Currently the society is seeking suitable premises in or around York for its collection.

MILITARY AIRCRAFT PRESERVATION GROUP — was formed in 1977 by people with a common interest in aviation, particularly in the 1950's and '60's. Their display will include various types of aircraft wheels, instruments, instrument panels, control columns and ejection seats. Some of the items are from World War Two.

NORTHERN AEROPLANE WORKSHOPS — was founded in 1973 by a group of enthusiasts with various aviation aims in mind. One, to construct replicas of historic aircraft, has resulted in a project to build a Sopwith Triplane, components and fittings for which will be on view. Other items of interest will be on show and for sale.

THE AEROPLANE COLLECTION LTD. — formed by a group of enthusiasts at Manchester Airport, the society's first acquisition was a 1928 Avro Avian biplane. Since then, more than 30 aircraft have been obtained, ranging from the oldest Dragon Rapide in the country to a Meteor and Vampire. The aim of the society is to preserve historic aircraft and its latest re-build — a Chipmunk — will be on view today.

MANCHESTER BRANCH OF AIR BRITAIN — is a group of enthusiasts devoted to recording aviation history as it happens. It produces a monthly newsletter "The Manchester Eagle" (£2 per annum) and its stall will be selling a wide range of publications. Further details of branch activities from the stand or send a SAE to: J. Cooke, 29 Redesmere Drive, Cheadle Hulme, Cheshire.

ROBIN HOLE GARDENS LTD., The Cemetery Chapel, 69 Whitcliffe Road, Cleckheaton (Tel. 879759) — specialists in swimming pool design, construction, maintenance and service. Distributors for Cascade swimming pools. The Pool Centre at Robin Hole, Burley Woodhead, Ilkley is open at week-ends.

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Ground Events (continued)

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CAMPKINS OF CAMBRIDGE, 11 Rose Crescent, Cambridge CB2 3LF (Tel. 0223 51791) — will be selling all makes of films, also a selection of cameras, cine cameras, binoculars, telescopes and a range of sun glasses; also photo monopod shooting stick seats and walking aids.

DON'T GET TOO NEAR !

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 10.00 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 !

FINHEAD LTD., Concorde House, 46 Howarth Road, Crossroads, Keighley (Tel. 0535 44307) — are MHW models specialists in a wide range of plastic construction kits both injection moulded and vacuum-formed.

BILL BROOKES STICKERS, 16 East Road, Ketley Bank, Telford, Salop (Tel. Telford 618270) — for Red Arrows' car stickers, pictures, T-shirts etc., plus a wide range of aviation stickers, patches and souvenirs.

NORTH YORKSHIRE COUNTY COUNCIL, County Hall, Northallerton DL7 8AD (Tel. 0609 3123 Ext. 341) — a display telling you a great deal about North Yorkshire, Britain's largest county. Information on holidays, starting a factory, and accommodation for both.

KEIGHLEY & WORTH VALLEY RAILWAY PRESERVATION SOCIETY — Haworth Station, Nr. Keighley, West Yorkshire (Tel. Haworth 43629) — will be selling railway souvenirs, etc., and giving details of steam train operations on the line.

SHERBURN AERO CLUB LTD., Lennerton Lane, Sherburn in Elmet — (two miles east of the village), operate a fleet of Cessna 150 aircraft and a Condor D62B for initial PPL training. For advanced training and touring purposes they have a Cherokee 180 and a Cessna 172. All aircraft are maintained to a high standard by qualified engineers and licensed by the Civil Aviation Authority. (For further details ask at their stand in the Static Aircraft Park).

FURTHER EXHIBITION/STANDS in the Public Enclosure will include: North Yorkshire Police—crime and accident prevention and recruiting; RAF Careers—displays include Canberra cockpit, Avon engine and an ejection seat; RAFA Tadcaster—balloon race and tombola; Bomb the Bridge stall.

Treske Ltd., Station Works, Thirsk, North Yorkshire—display of solid wood furniture; P & S Camping Centre (Barnsley) Ltd.—Old Mill Lane, Barnsley S71 1LS (Tel. Barnsley 5838)—display of caravans and trailer tents;

Ground Events (continued)

Porter District Ladies Committee, LVNH, c/o Mrs. Laura Shaw, Blue Ball Inn, Worrall, Sheffield (Tel. 07416-2099)—tombola stall; Brecks Garage Ltd., 223 Malton Road, York YO3 9TD (Tel. York 55786)—display of Saab motor vehicles; Horses & Ponies Protection Association, Greenbank Farm, Fence, near Burnley, Lancs; Dolphin Showers Ltd., Chapel House, 131 Castleford Road, Normanton (Tel. 0924-893055)—display of shower equipment; Fit./Lt. T. J. Nolan, RAF Linton-on-Ouse (Tel. Linton-on-Ouse 261 Ext 300)—aircraft paintings; T. R. Paxton, 6 York Road, Binbrook, Lincs. (Tel. 047283-213)—posters, photographs, model aircraft kits etc.; Wingfields, P.O. Box 1, Thetford, Norfolk (Tel. Thetford 812385)—stamp and souvenir cover sales; Zenith Windows Ltd., Unit 1A, Merrion Superstore, Leeds 2—double glazing display.

IN THE STATIC AIRCRAFT PARK . . .



CAVALIER G-BCRX



JODEL G-AVVM



NORD G-BAUZ

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