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**SUNDAY**  
**8<sup>TH</sup> JUNE 1980**

OFFICIAL PROGRAMME



WORLD LEADER



# Rothmans

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## THE RED ARROWS

This is The Red Arrows' 16th display season as the Royal Air Force Aerobatic Team, but their first season of flying the Hawk aircraft. The equivalent to a standard RAF squadron, the "Arrows" form part of the Central Flying School (CFS), situated at RAF Leeming, North Yorkshire.

The CFS, founded in May 1912, is the oldest military flying establishment in the world. The centre of pure flying within the RAF, it is responsible for the training of all fixed wing and helicopter flying instructors and for evaluating piloting standards throughout the RAF as well as many foreign air forces. Part of a detachment of CFS, commanded by a Wing Commander, The Red Arrows operate from RAF Kemble, near Cirencester.

The team of nine pilots is led by S/Ldr. Brian Hoskins. At displays, The Red Arrows are supported by 27 groundcrew while the Senior Engineering Officer and a further 50 technicians remain at RAF Kemble to service the aircraft on their return.

Preparation of the "Arrows" display year begins the previous July. At that time selection of new team pilots for the following year takes place. Pilots can expect to fly with the team for three years.

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 sortie is recorded on video tape by the team's cameraman and every sortie is analysed by the team.

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

Ten aircraft are flown to each display airfield, the spare aircraft being flown by the team manager. The Engineering Officer and nine ground crew members fly in the rear seats of the aircraft during transit flights so that servicing can begin before the support aircraft arrives.

Before the display, the pilots are briefed by the Leader who has to decide which type of sequence to fly according to the prevailing weather conditions. During all the displays the cameraman films the flying, while the manager provides the display commentary.



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## THE VINTAGE PAIR

The Vampire and Meteor which comprise The Vintage Pair represent a quarter of a century of aviation history. A Meteor was the first jet aircraft to enter operational service with the RAF in August 1944, and a training version of the Meteor, the T.Mk.7, was the first jet trainer in RAF service. The Vintage Pair's own Meteor, WF 791, first flew in April, 1951.

The lead aircraft of the Pair—Vampire T11 XH 304—first flew in December, 1955, and is the last Vampire flying with the RAF. Both aircraft are now carefully maintained by the Engineering Wing at RAF Leeming, North Yorkshire.

The personnel who fly and maintain the aircraft are all volunteers: four pilots and five groundcrew. They give up much of their spare time, and most weekends during the summer to delight air show enthusiasts, and this year will be seen at some 50 shows in the U.K.

## THE FALCONS FREE-FALL TEAM

The Falcons are the free-fall parachute display team of the RAF and have given displays world-wide. The team comprises 15 RAF parachute jumping instructors from No. 1 Parachute Training School based at RAF Brize Norton, near Oxford.

Three members of the team comprise the Dropping Zone Party, and you will see them near the runway. They prepare the landing area and then calculate where the Hercules should drop the team, and radio that information up to the pilot.

As the Hercules prepares to run in, the DZ party light a flare to pinpoint two crosses the parachutists will be aiming for; also to show the wind direction.

The team has three types of formation drop: First is the Arrow Head, in which the whole team exit the aircraft in three seconds from 12,000 ft. The first six men form the centre of the display pattern and make an aerial link whilst in free-fall, travelling at speeds up to 120 m.p.h. The remaining six will trail orange smoke and move outwards from the centre of the display pattern, reaching speeds of 170 m.p.h.

In the Relative Pairs jump—from between 5,000 ft. and 7,000 ft.—the team exit the aircraft in pairs and each pair joins together in free fall. At 4,500 ft. the pairs break and move apart into arrow head formation before opening their parachutes.

In the Stack Pull, the team exit the aircraft from both side jumping doors and turn outwards at 90 degrees to the aircraft heading, separating into two distinct lines. They operate their parachutes when they see the lowest man operate his and then aim for the target area.



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## **HULL AIR SHOW**

### **Sunday 6 July 1980**

### **PAULL AIRFIELD**

(5 miles east of Hull)

Gates open 11.00 a.m. Display starts 2.00 p.m.

Over 2½ hours Flying  
featuring

**RAF FALCONS — ROTHMANS AEROBATICS**  
**SHACKLETON — SPITFIRE & HURRICANE — R.N. SEAHAWK**  
**VAMPIRE AEROBATICS — AVRO ANSON — RAF HAWK**  
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You are recommended to come as early as possible to avoid missing any of the additional items prior to the actual display



## ROYAL DANISH AIR FORCE T-17

We take pleasure today in welcoming First Lieutenants Torsten Kindvig and Tage Johannesen from the Royal Danish Air Force Flying School at Avnø, flying their SAAB T-17 Supporter.

A development of the SAAB Safari, the T-17 first flew in July, 1972, and despite its "lightweight" look is an extremely versatile aircraft.

It can be used as a trainer, for forward air control, reconnaissance, artillery observation or target towing. In the aggressive role, the Supporter can deliver weapons from underwing points, including up to 660-lbs. of air-to-air rockets. It can also carry two pods housing two machine guns or six Bantam wire-guided anti-tank missiles.

A total of 32 Supporters was delivered to the RDAF and Army, and 45 are in use with the Pakistan Air Force.

Powered by a 200 h.p. flat-four engine, the two-seater has a span of 29 ft. 0½ ins., a length of 22 ft. 11½ ins. and a height of 8 ft. 6½ ins. It cruises at 129 m.p.h.



## HAPPY LANDINGS!

MEMBERS OF THE  
FALCONS DISPLAY  
TEAM LAND NEAR  
THE AIRFIELD  
MARKERS

## AIRCRAFT IN THE FLYING DISPLAY



**JAGUAR.** 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 afterburners. 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.



**VICKERS VARSITY.** The Varsity first flew in July, 1949, and the first T.Mk.1 went into RAF service in 1951. The aircraft retained the general characteristics of the Valetta but had a tricycle landing gear and slightly longer fuselage. The aircraft flying today is presented by the Loughborough Leicestershire Air Museum and Preservation Society and was last operated by No. 6 FTS at RAF Finningley. The Varsity has a span of 95ft. 7ins., a length of 67ft. 6ins. and a height of 23ft. 11ins. The engines are Bristol Hercules 264 pistons of 1,950 h.p. each. The 14ft. diameter propellers are Rotol four-blade constant-speed.



**VULCAN Mk. 2.** This long-range heavy bomber entered squadron service in 1960. Its four Rolls-Royce engines enable it to fly at high subsonic speeds at altitudes over 50,000 ft.; alternatively, its sophisticated radar and navigation equipment allow it to deliver its bomb load from very low level—even at night or in bad weather—thus preventing its detection by enemy defences. A part of RAF Strike Command assigned to NATO, the Vulcan can carry either nuclear bombs or a large number of conventional 1000-lb. high explosive bombs. It carries a crew of five who normally fly together as a team for a full tour of approximately three years. Today's Vulcan is from No. 50 Squadron, based at RAF Waddington.





**MILES GEMINI.** One of only four or five Geminis still in existence, G-AKKB is certainly the most historic survivor of the type, being the aircraft in which Fred Dunkerley succeeded in establishing a number of major records between London and various European capitals in the early 50s. Built at Woodley, the aircraft first flew in October 1947, and was originally based at Barton airfield, Manchester. It was flown in the 1949 Kings Cup Air Race and subsequently modified with a cut-down fuselage for further racing in the Kings Cup and other contests. Last flown by Fred Dunkerley in August 1962, the Gemini was used by Britton Norman from April to November, 1969, and was stored in a hangar at Shoreham from 1971 to 1977 when it was ferried to Bristol for restoration by the Bristol Plane Preservation Unit, extensively assisted by SAC Consultants Limited. Nearly 140 Geminis were built by Miles, most of them being sold abroad.



**SEA FURY.** TF 956 was the first Sea Fury FB11 produced by the Hawker Aircraft Company in 1948. The aircraft was in the Korean war and flew with No. 807 Naval Air Squadron from HMS Theseus on some 200 operational sorties. It was later retired but such was its condition that it was subsequently decided to renovate her with the idea of her joining the collection of Hawker Historic Aircraft. In the event, she was offered to the Royal Navy on condition that the renovation be completed and so, in 1972, she flew again and became the second aircraft in the RN Historic Aircraft Flight. Powered by a Bristol Centaurus 18 radial engine developing 2,500 h.p., the aircraft has a maximum speed of 460 m.p.h.

(CONTINUED ON PAGE 10)

## AIRCRAFT IN THE FLYING DISPLAY (CONTINUED)



**NIMROD.** The Nimrod MR1 entered service in 1969. A derivative of the Comet 4, it has an unsurpassed safety record. The aircraft has four Rolls-Royce Spey engines and an all-up weight of just under 50 tons. It can "loiter" over the sea on two engines or operate at heights of up to 42,000 ft. at a maximum speed of 360 knots. Its average sortie length is nine hours and is considered one of the best submarine hunters in the Western world. Today's aircraft is from No. 42 Squadron, RAF St. Mawgan, and it has a crew of 12 who are pictured with the aircraft.

**BLANIK GLIDER.** The RAF Gliding and Soaring Association has clubs at Lindholme and Dishforth, the latter being the base of the Blanik in today's display and its tug aircraft, the Chipmunk. Flying the Blanik is Mr. Tony Simms and the Chipmunk tug will be piloted by Flt./Lt. Paul F. Whitehead, of RAF Waddington. The Blanik is a two-seat training glider, easy and safe to fly. It has a high soaring performance and aerobatic ability. Of all-metal construction, it is built in Czechoslovakia.

**BATTLE OF BRITAIN MEMORIAL FLIGHT.** Based at RAF Coningsby, Lincolnshire, the flight comprises: SPITFIRE Mk. Vb AB 910 (built Castle Bromwich, 1941); SPITFIRE Mk. 11a P 1350 (built Castle Bromwich, 1940); SPITFIRE PR Mk. XIX PM 631 (built 1945); SPITFIRE PR Mk. XIX PS 853 (built January 1945); HURRICANE 11c LF 363 (built Langley, 1944); HURRICANE PZ 865 (built 1944); LANCASTER PA-474 (built 1945). At the time of writing it was not finalised which aircraft would appear in today's display but details will be given over the Public Address System.

### 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 near, or on to the runway.

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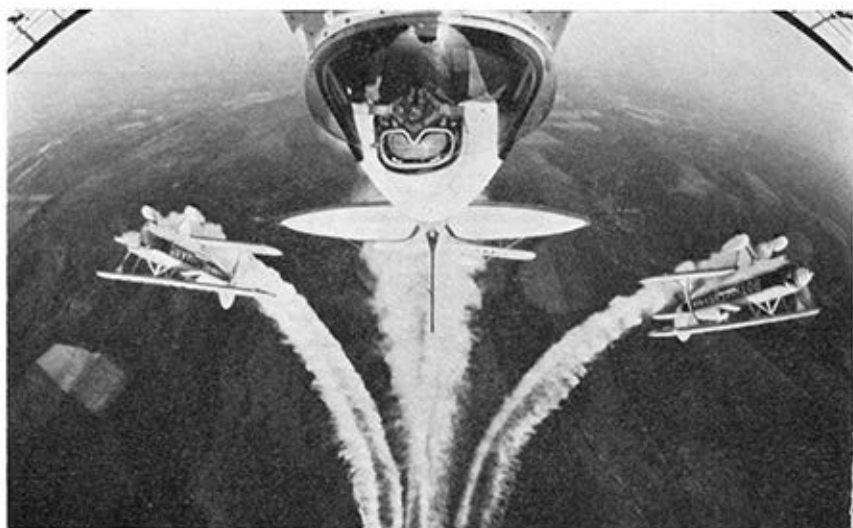
**Halifax.** This famous Yorkshire town was one of the centres of the wool trade of the 18th and 19th centuries; today it is probably better known as being the home of the Halifax, the world's biggest building society.

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



## **HALIFAX**

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## ROTHMANS AEROBATIC TEAM

This is the 10th anniversary year of Rothmans Aerobatic Team and it is appropriate that the team is celebrating with a full-scale tour of the United Kingdom.

What's more, Rothmans have shown their appreciation of 10 years' magnificent formation flying by fielding a second, similar team, which is now touring the Sudan, Egypt, Cyprus and Greece.

The team appearing here today only recently returned from a demanding tour abroad. Team leader for the second year is Marcus Edwards (40), an ex-Royal Navy pilot who has also flown with the Red Pelicans Aerobatic Team and was a flying instructor with the Royal Jordanian Air Force.

No. 2 position is flown by Rod Rea, a native of Hull, who is ex-RAF in which he flew Vulcans and Canberras. He later flew One-Elevens with Dan-Air.

John McLean (39) is No. 3. He started his flying career at RAF Cranwell and later flew Vulcans, Shackletons and Nimrods.

Brian Lecomber (34) flies No. 4 position and is the only member of the team without a military background. He learned to fly 11 years ago and, at one time, was Chief Instructor with the Antigua Aero Club in the West Indies. He flies the Rothman Team's solo spots.

## ARMY AIR CORPS

The three Gazelle helicopters representing the Army Air Corps today are from 3 Flight, 7 Regiment AAC, normally based at Topcliffe, near Thirsk, North Yorkshire. They are a part of the AAC's fleet of some 300 Lynx, Gazelle, Scout and Alouette 2 helicopters which are deployed world-wide.

The Gazelle is an Anglo-French machine, used mainly for low-level observation and reconnaissance for the Army. It can also be used for carrying underslung loads and providing searchlight illumination. The helicopter is powered by a Turbomeca/Rolls-Royce Astazou IIN fixed shaft turbine engine and has a normal cruise speed of 133 m.p.h. Its range is approximately 403 miles.



## NON-STOP FLIGHT ACROSS THE ATLANTIC.

### A BRITISH VICTORY. LANDING IN IRELAND.

1,950 MILES—972 MINUTES.

The first direct non-stop flight across the Atlantic has been performed by a British-designed and British-built aeroplane, piloted and navigated by British officers. To the Vickers (Vimy)-Rolls machine and her crew of two, Captain Alcock (pilot) and Lieutenant Brown (navigator) belongs the honour of this great achievement, which incidentally wins for the gallant aviators the prize of £10,000, together with the prize of £2,000 offered by the proprietors of "State Express" Cigarettes.

Put in a very brief form, the story of the flight may be summarised as follows:

**Saturday, June 14, 5.28 p.m.—Left St. John's, Newfoundland.**

**Sunday, June 15, 9.40 a.m.—Arrived Glidden Wireless Station, co. Galway, Ireland.**

**Time of transit.—18 hours 12 minutes.**

**Distance flown.—1,950 miles.**

**Average speed.—About 120 miles per hour.**

This splendid flight was accomplished under distinctly disadvantageous conditions. The weather report issued on Saturday night by the Air Ministry was by no means favourable

so far as the Atlantic course was concerned, and during the journey the aviators encountered much fog, which rendered the work of the navigator peculiarly difficult. That Lieutenant Brown should have brought the machine with such accuracy to a point as nearly as possible in the middle of the west coast of Ireland is an eloquent testimony to his skill.

The fact that the machine landed at such a place as Clifden was especially fortunate, as the wireless station there was able to communicate the arrival to the outside world in a very short space of time. The aeroplane alighted on a bog and, according to the latest report, sustained considerable damage, but her crew escaped unhurt. She will not be able to continue her journey to Brooklands, and will have to be dismantled.

Captain Alcock and Lieutenant Brown left Clifden yesterday afternoon for Galway by motor-car. Captain Alcock, it was stated, hopes to fly to London from the aerodrome at Oranmore, but Lieutenant Brown is travelling to London by train, and is expected to arrive here on Tuesday morning. Last night it was announced at the London Aerodrome, Hendon, that it is hoped that Captain Alcock will fly to London to-day, and land at the aerodrome at Hendon, where he will meet members of the Royal Aero Club, who will be there to meet him. It is also probable that Captain Alcock will take part in the Victory Aerial Derby round London, which starts from Hendon on Saturday next, and for which fourteen pilots have already entered. Negotiations, it is added, are in progress with Messrs. Vickers to arrange, if possible, for Captain Alcock to fly in his Atlantic machine in this contest.

On the other hand, a telegram from Clifden received last night says both Captain Alcock and Lieutenant Brown will come to London by train, arriving at six o'clock to-morrow (Tuesday) morning.

On hearing of the safe arrival of the Vickers-Rolls machine at Clifden, the K.G. sent a telegram congratulating the aviators on their "splendid achievement."

*From The Daily Telegraph, 16th June 1919*

# The Daily Telegraph

More news then,  
more now.



## **SHE'S 48 AND STILL FRISKY!**

After a break of some years, we are glad to welcome back to the display the splendid 48-year-old Blackburn B2, the last aircraft of its type which has been beautifully preserved by British Aerospace at Brough, East Yorkshire.

The B2 appeared in 1932 as a successor to the Bluebird and was designed for both training and touring. It has a metal fuselage but wings and tail are fabric-covered. The engine is a Hermes IVA. The aircraft has a span of 30ft. 2ins.; a length of 24ft. 3in.; top speed of 112 m.p.h. and a range of 320 miles.

Flying the machine today is Don Headley, Chief Test Pilot with British Aerospace at Holme-on-Spalding Moor, whose more regular mounts are Buccaneers, Phantoms and experimental Hunters.

He started flying early (as a passenger in a Taylor Cub at the age of four) and joined the RAF in 1951, training on Prentices and Harvards. He completed jet conversion on to Meteors and Vampires and served with squadrons operating both types. He then moved on to Javelin night fighters.

In 1963 he left the RAF to join Short Brothers and Harland on the Royal Navy Civilian Ferry Flight and over a period of five years flew Devons, Sea Princes, Sea Venoms, Sea Hawks, Hunters, Meteors, Chipmunks, Sea Vixens and Buccaneers.

## **THE "SUPER CRICKET"**

The remarkable little Campbell "Super Cricket" Gyroplane (G-AXVK) is flown by Captain John Kitchin, a British Airways TriStar Captain who was born at Harrogate, where he attended Clifton House School.

He was in the Fleet Air Arm from 1953 to 1957 and flew Fireflies and Gannets in the anti-submarine role. He then joined B.O.A.C. and flew Britannias, Comets and VC10s and is now flying TriStars on routes to the Gulf and Far East.

From 1971 he has also acted as an instructor on Gyroplanes for Campbell Aircraft Ltd., the builders of the Campbell Cricket, and has been Managing Director of the company since 1975.

Flying the "aerial motorbike" as he calls it, makes a great contrast from operating the highly-sophisticated TriStar. "VK" lives in a barn at his home in Berkshire and her running costs are very low.

The take-off run is necessary to spin-up the rotor blades to flying r.p.m. The engine can be clutched in to the rotor only for initial pre-spin; once the rotor is up to speed it will auto-rotate until the aircraft lands, the engine simply driving the pusher propeller. Should the engine fail, the gyro will glide down under its spinning rotor.

# YORK



## 1980 MEETINGS

MAY 13,14,15.

JUNE 13,14. JULY 11,12.

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SEPTEMBER 3,4.

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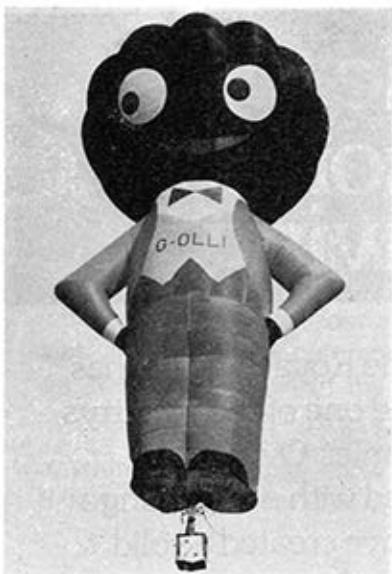
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## **GOLLY III HOT AIR BALLOON**

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## **KENNING MOTOR GROUP BALLOON**

Golly III, the Silver Jubilee "special shape" hot air balloon commissioned by Robertson's Foods Limited to commemorate H.M. The Queen's Silver Jubilee, was first launched outside the Royal Festival Hall in January, 1977.

Standing taller than a four-storey block of flats, Golly III is 90ft. high and has 31,000 cubic foot capacity. Despite its special shape it flies on the same principle as conventional hot air balloons. Liquid propane gas, which is kept under pressure in aluminium tanks in the basket, is fed through a rubber hose into a condenser coil system situated above the pilot's head.

The propane is ignited by a pilot light when a valve is opened and a flame some 6ft. in length is emitted from the burner, to be directed by the pilot into the mouth of the envelope. It is the hot air from this flame which gives Golly its lift.

Flight control of the balloon is determined by wind direction and speed, over which the pilot has no control, although the height of Golly can be skilfully controlled by the amount of hot air injected into the envelope.

To return to earth the pilot, by judging the precise moment and duration of each "burn", drops the temperature of the air inside the envelope and the balloon makes a gradual and controlled descent to earth. On contact with the ground the pilot completely deflates the balloon by pulling out a circular ripping panel built inside the Golly's head, thus releasing the remaining hot air in the envelope.

The envelope itself is made from red, black, yellow and white rip-stop polyurethane-coated nylon fabric and the one-man wicker basket—made in blind workshops—measures only 27 by 36 inches.

The second balloon in today's display is that of the Kenning Motor Group—a 31,000 cubic feet racing job which has a duration of approximately one hour and can reach heights of 15,000 ft.

This balloon is well-known for its rapid inflation times; some are claimed to have been as short as 2½ minutes! The balloon will be flown today by the only professional woman balloon pilot in the UK—Angela Smith, of Bristol.

---

**PICK THE SPOT.** Yorkshire's biggest family football contest is in the Evening Post on Fridays, Saturdays and Mondays. Four-figure cash jackpot every week plus regular bonus prizes!

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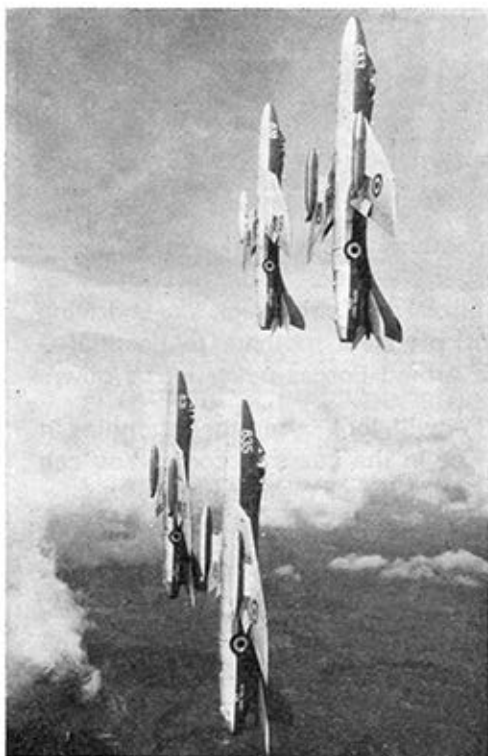
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## THE BLUE HERONS ROYAL NAVY FRADU AEROBATIC TEAM

The Blue Herons were formed in July 1975, by Airwork Services Ltd.—pilots of FRADU — the Fleet Requirements and Air Direction Unit. The FRADU operates Hunter, T8s — also Canberra TT18s and T22s under contract to the Royal Navy.

A major task of FRADU is to assist ships of the RN and many foreign navies to work up to full operational status by carrying out radio/radar trials, visual and radar tracking followed by live shoots. Practice interceptions at high and low levels are provided to train RN officers as fighter controllers.

The Blue Herons' name was derived from the fact that all the pilots are ex-Service, either RAF or RN, and they are based at HMS Heron, RNAS Yeovilton. No special time is allocated to them for practice; their team flying has to be done outside of normal FRADU duties.

Such have been the achievements of the team in its comparatively short existence that it has twice been awarded prizes at the International Air Tattoo, RAF Greenham Common—the largest military air show in Western Europe.

The team was awarded 2nd Prize in the Shell Trophy Competition in 1976, followed by an outright win of the Trophy in 1977 when it was judged to have given the best overall flying performance at the Silver Jubilee International Air Tattoo against competitors from many nations.

Team Leader is Derek Mortimer, who was in the RAF from 1947-68 and has over 6,600 hours' experience. He served with five fighter squadrons and also as a tactical instructor on Hunters. He then joined Airwork and flew T-33 and F86s with the RCAF, US Air National Guard and the Royal Saudi Air Force.

Number Two is Mike Todd, ex-Royal Navy, with over 5,800 hours' experience on Gannets, Hunters, Sea Vixens and Jet Provosts. He was a member of the Gin (Jet Provost) and Red Diamond (Hunter) aerobatic teams.

Number Three is Briant Grant, ex-RAF, with over 7,000 hours. His service included an exchange tour with the Fleet Air Arm, and he saw service in HMS Ark Royal.

Number Four is Godfrey Cornish-Underwood, ex-RAF, with over 4,400 hours' experience who served with 81 (PR) and 58 (PR) Squadrons on Canberras.



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There are over 40 different trades to choose from. All of them offer the best trade training. Many of them don't require any formal entry qualifications.

If you are leaving school shortly or thinking of changing your job, it could be worthwhile finding out more about the RAF.

The best way to do this is to drop in for a chat at your local RAF Careers Office — there is one near you and you'll find the address in the phone book under Royal Air Force. There is no obligation and a chat would be useful to see if we suit each other.

**RAF** Train for a trade 

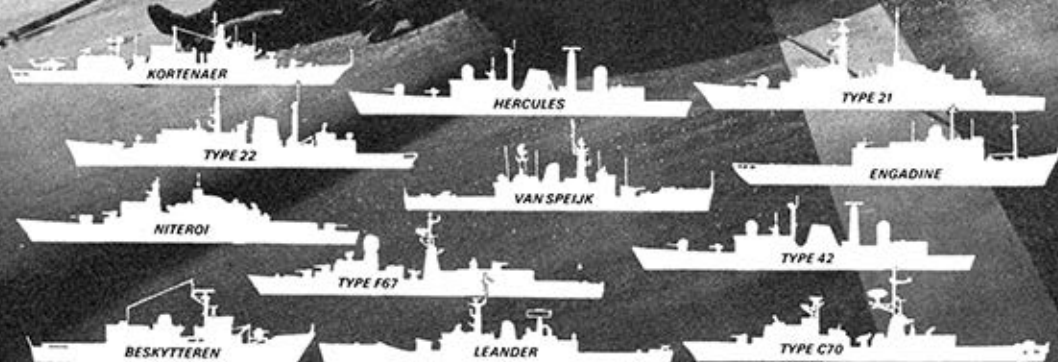
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# AIR DISPLAY COMPERE CELEBRATES 21 YEARS

(By ALISON BARNES, Press Officer SSAFA)

The voice you hear announcing today's events has commentated on SSAFA Air Displays for 21 years. It is the voice of Mr. Allen Rowley, Promotions and Publicity Manager, Yorkshire Post Newspapers Ltd.

Few of his huge audiences have the slightest idea of the concentrated effort required to compere such a fast-moving programme, always working in the closest possible liaison with the Senior Air Traffic Controller and his staff.

What's more, Allen Rowley also edits the display programme and generally acts as adviser, "father confessor" and staunch supporter of all concerned with this spectacular event.

Formerly an Air Correspondent, Allen Rowley has flown in well over 50 different types of aircraft, including one of the first to fly at 1,000 m.p.h. He won an award from the USAF for his account of airborne refuelling operations and once flew to Khartoum for lunch on a VC10 proving flight—and was back for dinner!

He was the first Western journalist to cross the Iron Curtain in the only military aircraft allowed — a Valetta flying the Queen's couriers.

At one SSAFA display, "Birdman" Leo Valentin was due to glide on a pair of wooden wings from under the wing of a Fieseler Storch and then parachute on to the airfield. Instead, he disappeared entirely from view. Allen Rowley went on urging the huge crowds to watch for him — but eventually gave up and moved on to the next event.

Engine oil had leaked all over the intrepid Birdman, who had finally come down, oil bespattered, in a field adjoining a Wharfedale cricket match!

The first SSAFA Air Display took place in 1949. Commentators before Allen Rowley were Max Robertson and Kenneth Wolstenholme.



Mr. Allen Rowley, long-time PRO (Public Relations Officer) for the SSAFA Air Display, pictured with the Spitfire at the gates of Church Fenton RAF Station. The aircraft carries the PR-O insignia of No. 609 (West Riding) Squadron, Royal Auxiliary Air Force.



# FLYING PROGRAMME

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*The flying display will be from 1330 hrs. to 1700 hrs. (approx.)  
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 Vickers Varsity**
- 3 Rothmans Aerobatic Team**
- 4 Army Air Corps Gazelles**
- 5 Jaguar tactical support supersonic jet**
- 6 Royal Navy Sea Fury**
- 7 Campbell "Super Cricket" Gyroplane**
- 8 The Blue Herons aerobatic team**
- 9 Blackburn B2**
- 10 Royal Danish Air Force T17**
- 11 Charles Shea-Simonds (Stampe SVb)**
- 12 Nimrod submarine hunter-killer aircraft**
- 13 Vulcan delta-wing bomber**
- 14 Battle of Britain Memorial Flight**
- 15 Blanik glider**
- 16 Wright Jubilee Trophy Winner (aerobatics)**
- 17 Marlboro Pitts Special (Philip Meeson)**
- 18 The Vintage Pair**
- 19 Miles Gemini**
- 20 The Falcons Free-Fall Parachute Display Team**
- 21 Hot Air Balloons (Golly III and Kennings)**

# 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 Royal Danish Air Force.

The United States Air Force.

All participants in the flying programme, and the ground displays and those who have helped to mount these.

The GOC, Headquarters North East District.

The AOC-in-C, Headquarters Support Command, RAF.

Group Captain J. A. Bell, OBE, RAF, Officer Commanding, Royal Air Force Church Fenton and all Ranks.

The Royal Air Forces Association.

150 Provost Company, RMP and 252 Force Provost Company, RMP (V).

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

REU, RAF Henlow.

1 Ammunition Inspection and Disposal Unit, RAOC.

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 Royal Air Force Aerospace Museum and the Royal Air Force Museum Unit.

The Imperial War Museum.

The Automobile Association.

The Royal Automobile Club.

HM 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

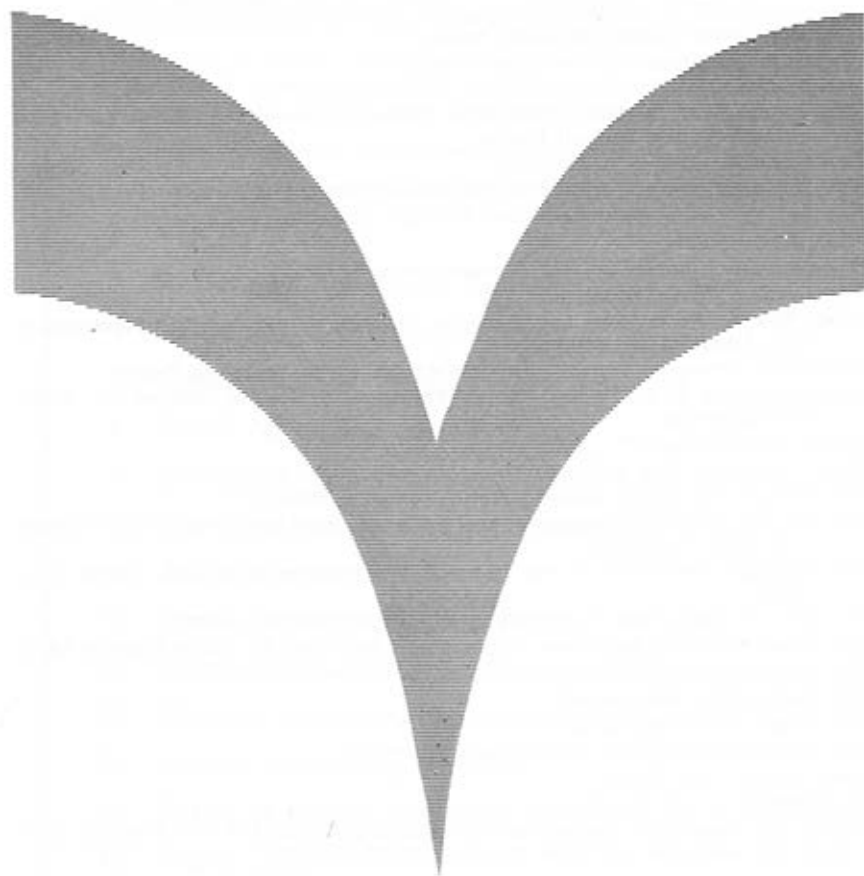
Air Traffic Controller:

Squadron Leader R. J. Sturman, RAF

Senior Air Traffic Control Officer, RAF Church Fenton  
assisted by his control staff

General Commentator:

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



Best Wishes from  
**YORKSHIRE TELEVISION**  
Member of the Trident Television Group

## SEE THESE GROUND EVENTS

**WEST YORKSHIRE MODEL FLYING CLUB.** Founded in 1969 and formerly known as the Spenborough Aeronautical Society, the club has a membership of 45. All the models in its display are hand-built by members from either kit or plan, although a few are scratchbuilt from members' own designs. The club holds meetings at the Old Oak Hotel, Littleton, Liversedge, on the first Thursday of each month and anyone interested in aeromodelling is welcome. As usual at today's event, the club will be putting on a spectacular display of model aircraft flying.



**BAND OF THE RAF REGIMENT, RAF CATTERICK.** It is a long time since we had a band at the air display, so we are particularly pleased to welcome this one, whose Director of Music is Flying Officer Donald Wood, who was born at Hightown, Liversedge. Formed in 1946, the band has gained international fame; it is renowned for its ceremonial prowess and has an enviable reputation as a concert band. It has played in Belgium, Cyprus, Hong Kong, France, Germany, Portugal and the U.S.A. At home it has performed at various State occasions and for duties at Buckingham Palace and Windsor Castle. It was the principal band at the Edinburgh Military Tattoo on several occasions. More recently it has become well-known for its brilliant arrangements on Invicta long-playing records.

### 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 — a volume containing many interesting articles and colour pictures about the past and present RAF.

**AIR YORKSHIRE.** Regular meetings are held at the 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. Full details can be obtained from members on their stand.

**NORTH YORKSHIRE POLICE.** The Combined Police Exhibition is housed in a marquee and includes displays on accident prevention, recruiting and crime prevention. Experienced officers from each department are on hand to offer advice, and leaflets are available.

(CONTINUED ON PAGE 28)

## GROUND EVENTS (CONTINUED FROM PAGE 27)

**MHW MODELS.** Are offering a wide range of plastic kits for the enthusiast and the first time modeller; books, prints, photos and postcards also available. Ask about mail order service.

**TRESKE LTD.** Hand-made furniture in solid hardwoods: ash, oak, mahogany etc. Over 50 items of household furniture from which to choose. Free illustrated brochures available.

**JOHN DUNNELL, AIRCRAFT PHOTOGRAPHER.** Offers wide range of photographs, framed and mounted, historic and modern. Model kits, baseboards and squadron stickers also available.

### 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!

**CAMPKINS OF CAMBRIDGE.** Mobile Camera Shop selling all makes of films; cameras, cine cameras, binoculars, telescopes, shooting stick seats, walking aids and photo monopods; sunglasses including Polaroid and Zeiss. The unit has dark room facilities.

**H. DUFFIELD & SON LTD.** Colt main dealer of Fulford, York. Sales, parts and service. Phone York 33139. Leasing and Tax Free Sales inquiries invited.

**BILL BROOKES AVIATION SALES.** A wide range of stickers, patches, T-shirts and other souvenirs. Official stockists of Red Arrows souvenirs. See us at the display or write: 16 East Road, Ketley Bank, Telford, Salop.

**KEIGHLEY & WORTH VALLEY RAILWAY.** Steam locomotives are now relics of the past. Yet they still haul passenger trains every weekend in full-size reality on the Worth Valley Railway, a working museum and tourist attraction in West Yorkshire.

**STEWART AVIATION.** Manufacturers and suppliers of a varied and wide range of safety and interesting items for aircraft, pilots and enthusiasts. Embroidered patches, badges, stickers, jewellery, leisurewear, folding motorcycles and cycles; posters and airband radios. Phone: 01-874-5679/7708.

**HORSES & PONY'S PROTECTION ASSOCIATION.** Rescues and treats horses, ponies and donkeys in need. Once bought, their future is guaranteed. Stand shows work carried out, and sells jewellery, toys, pictures, tea towels, china, etc. to raise funds.

**CHELSTOKE LTD.** Importers of traditional wood art carvings of the Phillipine Islanders.

**ALL THE FUN OF THE FAIR** — don't miss it at the East end of the Public Enclosure.

**OTHER GROUND EVENTS.** include participation by RAFA Tadcaster (balloon race); Bomb the Bridge stall; Air Britain; The Joke Shop, Worcester; Bloom & Treymaine Ltd., linens, Marsh Lane, Leeds; Porter District Ladies Committee, Sheffield; J. C. Nichols, ladies and gentlemen's fashion wear, Driffild; D. W. & J. R. Sweet, plastic scale kits, Newmarket; R. M. Rawlings, costume jewellery and fancy goods, Bulcote, Notts; Milslides, aircraft photo slides, etc., South Croydon; Niagara Distributing Co., heat and massage equipment, Pudsey; Payne, Iles & Payne Ltd., military badges, etc., Sittingbourne.

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Child size	26"	28"	30"	Adult size	Small	Med.	Lge.
Red	.....	.....	.....	Red	.....	.....	.....
Light Blue	.....	.....	.....	Light Blue	.....	.....	.....
Navy Blue	.....	.....	.....	Navy Blue	.....	.....	.....
Yellow	.....	.....	.....	Yellow	.....	.....	.....

TO ALL ORDERS ADD 50p P&P Cheques should be made payable to SSAFA  
I enclose cheque/PO to the value of £ . p

NAME AND ADDRESS .....

(BLOCK CAPITALS PLEASE) .....

..... Date.....

For office use:

Order No.		Date Received		Cheque		Date sent	
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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 these and other prizes and where and when they can be collected. The organisers gratefully acknowledge the generosity of those donating the following prizes:*

*Yorkshire Television (cuff links, cuddly toys, Farmhouse Kitchen cookbooks); Star Group of Companies (free tickets for Hofbrauhaus evenings at Hull, Sheffield and Leeds); Joshua Tetley & Son (four dozen cans of Tetley Special Pale Ale); Wallace Arnold (half-day excursion tickets); Beatties of London (model kits to the value of £25); British Airways (two cabin bags); Yorkshire Post Newspapers Studios (colour photo sitting); National Travel (London Mini-Weekend for two); City Varieties, Leeds (tickets for box at next pantomime); Yorkshire Aeroplane Club (pleasure flight for three); Lewis's, Leeds (£20 gift voucher to be spent at sale starting June 24); John Smiths Tadcaster Brewery (two dozen cans Magnet Ale); Odeon, Leeds (sets of paperback books and LP records); Wakefield Theatre Club (four seats for "Black Lace" show on July 9); Lonrho Textiles (matching sheets, pillowcases and continental quilts "Accord by Lonrho"); Taylors Tea, Harrogate (case of "Yorkshire" tea bags); ABC Cinema, Leeds (free tickets); Leeds Shaver Centre (free service vouchers worth £4 each); Len Lyons Records, Leeds (six LPs); Singapore Airlines (two return tickets London-Athens, contest run in Evening Post prior to Air Display); Hemingways (Furnishers) Ltd. Harrison Street, Leeds (tiled top coffee table).*



*Charles Shea-Simonds and Amanda Mitchell in the Stampe SV4b in which YOU could win a free flight. See page 43 for details*



**LET'S HAVE A LAUGH!**

*Get it together in the*

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STIMOROL**

**LIMERICK CONTEST**

**FIRST PRIZE  
EACH WEEK**

**£100**

**SECOND PRIZE**

**£30**

**THIRD PRIZE**

**£20**



The Evening Post and the Stimorol Chewing Gum Company have got together to produce this full-of-fun contest, run in four sections. YOU can enter the first section today on one of the forms being distributed on the airfield by the Stimorol girls. Entry coupons for the other three sections will appear in the Evening Post on June 12th, 19th and 26th.

Each entry **must** be accompanied by a Stimorol Chewing Gum wrapper and the gum is on sale on the airfield.

**CRICKETERS:** don't forget there is over £1,200 in prizes in the **EVENING POST/STIMOROL CRICKET CHAMPIONSHIPS**. See the EP and GREEN POST for details.



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## STATIC AIRCRAFT DISPLAY



**A-10 THUNDERBOLT II.** This is a single-seat, twin turbofan aircraft specifically designed for demanding close-support missions, especially in the anti-armour role, and is the first USAF aircraft specially designed for the job. The essential attributes for such a task—responsiveness, lethality, simplicity and survivability—are all built into the A-10.

The versatility and flexibility of the A-10 are best displayed by its large payload, long loiter, wide-range capabilities. Its ability to loiter for hours within the battle area, where it can operate under 1,000 ft. ceilings with less than two miles visibility, makes it highly-responsive to the immediate needs of an Army combat commander.

The aircraft can carry up to 16,000-lbs. of mixed weaponry, including both conventional and laser-guided weapons, rockets, cluster bombs, and Maverick missiles, plus electronic counter measures, chaff and flare pods.

An outstanding feature of its armament is its incredible 30mm Gatling gun system capable of firing up to 4,200 rounds per minute! No fighter aircraft in the USAF has ever mounted a gun with such awesome power, and the weapon insures a high probability of a tank kill with a single strafing pass.

An extremely strong aircraft whose survival is aided by being highly-maneuvrable at low speeds, the A-10 features a titanium "bath-tub" which encircles the pilot's cockpit and protects vital elements of the flight control system. Many items of its primary structures can survive major damage and still allow the aircraft to fly.



**HC-130H HERCULES.** A variation of the C-130 transport, specifically built to meet Aerospace Rescue and Recovery Service requirements, this aircraft was designed to find, rescue or recover personnel and aerospace hardware anywhere in the world. Two 1,800-gallon fuselage tanks give it a range of 4,200 miles.

Using the Fulton Recovery System, personnel can be snatched from any terrain, hoisted aboard and returned to base. The HC-130H has automatic flare launchers as well as an overhead delivery system for deploying A.R.R.S. emergency equipment of any size or shape. Also fitted are equipment bins to house specialised rescue and recovery gear and special rest compartments for use by crewmen on extended missions.

(CONTINUED ON PAGE 35)

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## STATIC AIRCRAFT DISPLAY (CONTINUED FROM PAGE 33)

The 10-man crew includes two pilots, navigator, radio operator, two flight mechanics, two para-rescue men and two recovery system operators. Four Allison T56 turboprops, each of 4,591 shaft horse power, are fitted to the aircraft which has a span of 132ft. 6ins., a length of 98ft. 8ins. and a height of 38ft. 5ins. It has a speed of 365 m.p.h.

**SHERBURN AERO CLUB.** The club is located approximately two miles south of Church Fenton airfield and operates a fleet of Cessna 150 aircraft and, for the enthusiast, a Condor D62B "taildragger", all for initial P.P.L. training. A Cherokee 180 and a Cessna 172 are used for advanced training and touring purposes. The club has a Cessna 150 and a 172 in the Static Park today.

All the club's aircraft are maintained to a high standard by qualified engineers based at Sherburn and are licensed by the Civil Aviation Authority. In addition to the club's aircraft, about 30 aircraft owned by members are based at Sherburn where the club was established in its present form in 1964.

**JET PROVOSTS.** Three "JPs" from No. 7 Flying Training School, based here at Church Fenton, are in the Static Display. Engineers from the station will be demonstrating a "lift" of one of the aircraft with a Coles "Iron Fairey" crane.

**BULLDOG.** The trainer on view today is provided by the Yorkshire Universities Air Squadron, membership of which is open to a limited number of undergraduates from the five Yorkshire Universities. The squadron aims to keep a close liaison with the universities and promote a general interest in the RAF as well as attracting good calibre entrants. The first production version of the Bulldog trainer, the type of aircraft used by the squadron, flew on June 22, 1971. The type has been supplied to various overseas air forces, as well as the RAF. Powered by a Lycoming 200 h.p. flat-four engine, the two-seater has a span of 33 ft; a length of 23 ft. 3 ins. and a height of 7 ft. 5½ ins. Its maximum speed is 150 m.p.h. and its economical cruising speed is 121 m.p.h.



**NORTH AMERICAN HARVARD.** Originally produced as an advanced training aircraft, the Harvard was used in that role by most major air forces; some of them until quite recently. In Britain three are still in service and in almost daily use at the A & A EE Boscombe Down in the air-to-air photographic role. The photographer occupies the rear seat and with the canopy open has an unrestricted view, using either 8mm or 16mm high-speed cameras. Aircraft FT375, KF183 and KF314 were originally ordered by the United States Government for delivery under Lend-Lease and were completed in December 1943, April 1944 and May 1944 respectively.

**SPITFIRE.** The "Spit" on display is presented by the RAF Careers Office, Leeds, and is a "mix" of several machines but gives a good representation of what this famed wartime fighter looked like at close quarters.



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# EXHIBITION TENT

**RAF AEROSPACE MUSEUM, COSFORD, WEST MIDLANDS.** Are showing a replica of a Bleriot monoplane.

**MILITARY AIRCRAFT PRESERVATION SOCIETY.** Featuring a display of RAF uniforms.

**RAF MUSEUM, HENLOW, HERTS.** Are showing scale models, including a Fairey Napier long range monoplane, Bristol FB2, Handley Page Jetstream, Fairey III, Atalanta Flying Boat, Fairey Firefly; also the sectioned fuselage of an Avro 504 and a Boeing 707 and a Merlin aero engine.

**HUMBERSIDE AIRCRAFT PRESERVATION SOCIETY.** Based at Elshom Park, near Brigg, South Humberside, the society is dedicated to preserving aviation items, and owns a Vampire T11, a Hawker Hunter, two Rolls-Royce Merlin engines, a Goblin jet engine, a Swift Flight Simulator and many other items.

**AIR GUNNERS ASSOCIATION—LEEDS BRANCH.** Featuring a collection of pictures loaned by members, some are of aircraft shot down, others taken on actual bombing raids. Various articles of equipment are also on show along with the Leeds Branch record, in words and pictures, of the 1978 Air Gunners' Association Pilgrimage to Dronten, Holland, near where a wrecked Lancaster was found on the sea bed and a propeller from it is incorporated in the town's memorial to Allied airmen.

**MERSEYSIDE AVIATION SOCIETY LIMITED.** The Society was founded in 1956 and, although based on Merseyside, has members over a wide area. Among other activities, it publishes books on a variety of historical aviation subjects. On display on their stand, members have a Focke-Achgelis Fa 330 autogyro kite which was developed in Germany in 1942 to be towed behind U-boats. An observer in the kite was linked by telephone with the submarine and was able to give early warning of Allied shipping. Some 200 of the kites were built and this particular one was tested at Farnborough in post-war years.

**RAF CHURCH FENTON EXHIBITS.** The technical equipment on show includes: a sectioned Viper engine—the Viper is the basic powerplant for the Jet Provosts operated by this unit. The ejection seat and survival equipment display shows how a pilot would abandon his aircraft in an emergency and the various survival aids he carries. The Electronic Games have been built by electronics technicians from scrapped items. The second part of the station's exhibition includes some fine examples of radio-controlled models built by the Model Aeroplane Club. There is also a mobile display by the club's thriving Model Railway Club. The Hobbies Club (Woodwork) is featuring model soldiers and other items made by members.

**PENNINE AVIATION MUSEUM.** Based at Moorlands Park, Bacup, Lancs., the Museum was originally formed in 1975 to display items recovered from aircraft wrecks in the Pennine area, by the Aviation Archaeologists Association. Two years later the Museum was divorced from the AAA to dedicate itself to the preservation and display of aviation material associated with the North West of England. Its display today includes a de Havilland Gipsy Major engine and a Bristol 170 mainwheel, together with exhibits detailing the museum's work and aviation history in the North West. Membership details can be obtained from the museum secretary: Les Hitching, 12 Claremont Road, Milnrow, Rochdale, Lancs OL16 4EZ.

**THE AEROPLANE COLLECTION.** A voluntary organisation dedicated to the formation of a Northwest Museum of Aviation, the Aeroplane Collection is displaying two aircraft: a Benson B7(M) autogyro and an example of the world-famous Pou de Ciel or "Flying Flea." The American-designed Benson was modified and built by Wing Commander J. H. Wallis and was the first of its type in Britain. Its 72 h.p. McCulloch target drone engine gives it a maximum speed of 65 m.p.h. The "Flying Flea" was built and first flown in 1936 and is reputed to have crossed the English Channel on several flights. Members of the Collection, who will be glad to give information regarding their extensive activities, are selling toys and kits to help raise funds for their aircraft re-building programme.

(CONTINUED ON PAGE 39)

# **Tetley Bittermen. Join 'em.**

**Join the GILPIN GROUP  
at the show**

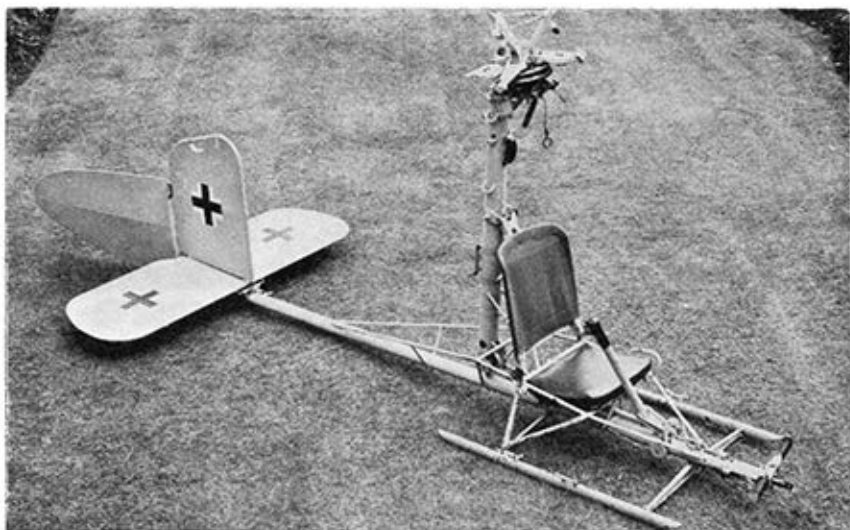
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*This is the Focke-Achgelis Fa 330 autogyro kite displayed on the stand of the Merseyside Aviation Society Limited*

---

**PRIZES GALORE** on Pick the Spot, Yorkshire's biggest and best family football competition which appears in the Evening Post on Fridays, Saturdays and Mondays.

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#### **EXHIBITION TENT (CONTINUED FROM PAGE 37)**

**NORTHERN AEROPLANE WORKSHOPS.** Founded in March, 1973, this group of enthusiasts is dedicated to the preservation of the skills of the early days of aeronautical engineering which are in danger of being lost due to their technical and commercial obsolescence. The Society works in association with the Shuttleworth Collection who, having a spare Clerget rotary engine, suggested that an aeroplane should be built to use the engine. Work commenced on a Sopwith Triplane, from a set of the original drawings, and when complete the aircraft will be flown, subject to CAA approval, at Shuttleworth displays. Some of the components and fittings for the Triplane are on view today. A second project undertaken by the Society is the building of a Bristol M1 Monoplane and, thanks to persistent research, enough information has been acquired to enable construction to go ahead and some of the drawings are on view.

**NEWARK (NOTTS & Lincs) AIR MUSEUM LTD.** is based at the Newark and Notts Showground, Winthorpe Airfield, Newark, Notts, where it has an exhibition of aircraft, engines, propellers, models and other aviation-related relics. Aircraft on display include: Percival Provost, Percival Prentice, Avro Anson, Lockheed T33, Dassault Mystere, North American Super Sabre, Gloster Meteor, Supermarine Swift, de Havilland Vampire, Avro Shackleton, Vickers Varsity, Handley Page Hastings and a Bristol Sycamore helicopter. There are many other items of interest and several unusual aircraft held in store can be viewed by prior appointment. The museum is open on Sundays and Bank Holidays from 1 p.m. to 6 p.m. and is located on the A46 Newark-Lincoln road. Admission: adults 50p; OAPs and children 25p.

**OTHER EXHIBITS IN THE TENT** are presented by the Lincolnshire Aviation Society and the Derbyshire Historical Aviation Society.



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**YORKSHIREMEN**  
**LOVE IT**  
**BECAUSE**  
**YORKSHIREMEN**  
**BREW IT**



**KEEP BRITAIN TIDY**

PLEASE USE THE LITTER BINS  
AROUND THE AIRFIELD



*This is the Campbell "Super Cricket" Gyroplane being flown by Captain John Kitchen (see details on page 15)*



**STAMPE SV4b.** Originally designed as an aerobatic trainer in 1934, the Stampe 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 200 miles. Today it is being flown by Charles Shea-Simonds.

**HISTORIC COMMERCIAL VEHICLE CLUB.** Buses, fire appliances and lorries restored and preserved by members are on view in the Public Enclosure and are a tempting preview of the famed Trans-Pennine Rally (also sponsored by the Evening Post) to be staged on Sunday, August 2, between Manchester and Harrogate.





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# sponsor a dawn to dusk flight for SSAFA

On Tuesday 17th June this year, between 4.30 a.m. and 6.00 p.m. Charles Shea-Simonds and his co-pilot Mandy will make up to 36 landings at different airfields, as they make a round trip of Yorkshire in the 1980 "Dawn to Dusk" Competition organised by the Tiger Club.

By sponsoring Charles and Mandy for each landing they are able to make during the day, you are supporting our Service and ex-Service families and saying a personal "thank you" to the Royal Navy, the Army and the Royal Air Force for all they do for us in peace as well as in war.

See Charles and Mandy today as they fly around the airfield taking part in the Flying Display.

**WIN A FREE FLIGHT IN CHARLES' STAMPE SV4b PLANE BY BEING THE COLLECTOR WHO RAISES MOST SPONSORSHIP MONEY FOR SSAFA!**

<i>Name and Address of Sponsor</i>		<i>Amount per landing</i>	<i>Amount received</i>	
			£	p
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
Total amount collected from the Sponsors named on this form				
Charles and Mandy completed.....landings raising..... from the sponsors named on this form.				
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Address .....				
.....				

**Instructions to Collectors.** When you have completed the form above with details of all your sponsors, please return it to SSAFA, FREEPOST, LONDON SW1H 9BZ (no postage stamp necessary) by the 17th June, 1980, so that the number of landings completed may be entered in the space provided. The form will then be returned to you for collection of sponsorship monies. When you have collected all the money owing on the form return it to the FREEPOST address above. (Postal Orders/Cheques should be crossed and made payable to SSAFA).

## 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 £260 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.

But while the social importance of the club

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

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 over £230 million to its customers.



# Lewis's

wish the SSAFA  
Air Display  
every success

THE HEADROW, LEEDS TEL. 31313

Dear...

**COMPLETE THIS  
SIMPLE MESSAGE.**

*Basildon Bond*  
by John Dickinson



## PITTS + MEESON = EXCITEMENT !

A long-time favourite with Church Fenton crowds, Philip Meeson is piloting the Marlboro Pitts Special today and, as the 1978 and '79 British Aerobatic Champion; Masters' Trophy holder and leader of the Marlboro team, will be giving us a preview of some of the exciting manoeuvres to be flown at the 10th World Aerobatics Championships in Oshkosh, Wisconsin, in August.

This aerial meeting between East and West will see the Russians, Czechs, Poles and Rumanians flying their Yak 50s and Zlin 50s—government produced and sponsored—whilst from the West, France, West Germany, Spain, Great Britain and the U.S.A. will be represented and, with few exceptions, their pilots will be flying the incredibly manoeuvrable Super Pitts Special.

The classic biplane design of the Pitts Special is still best for the high stresses aircraft experience in international competition aerobatics. Its external bracing gives tremendous strength with minimum weight. In fact, many world championship pilots who have experimented with single-wing designs are returning to this proven work-horse.

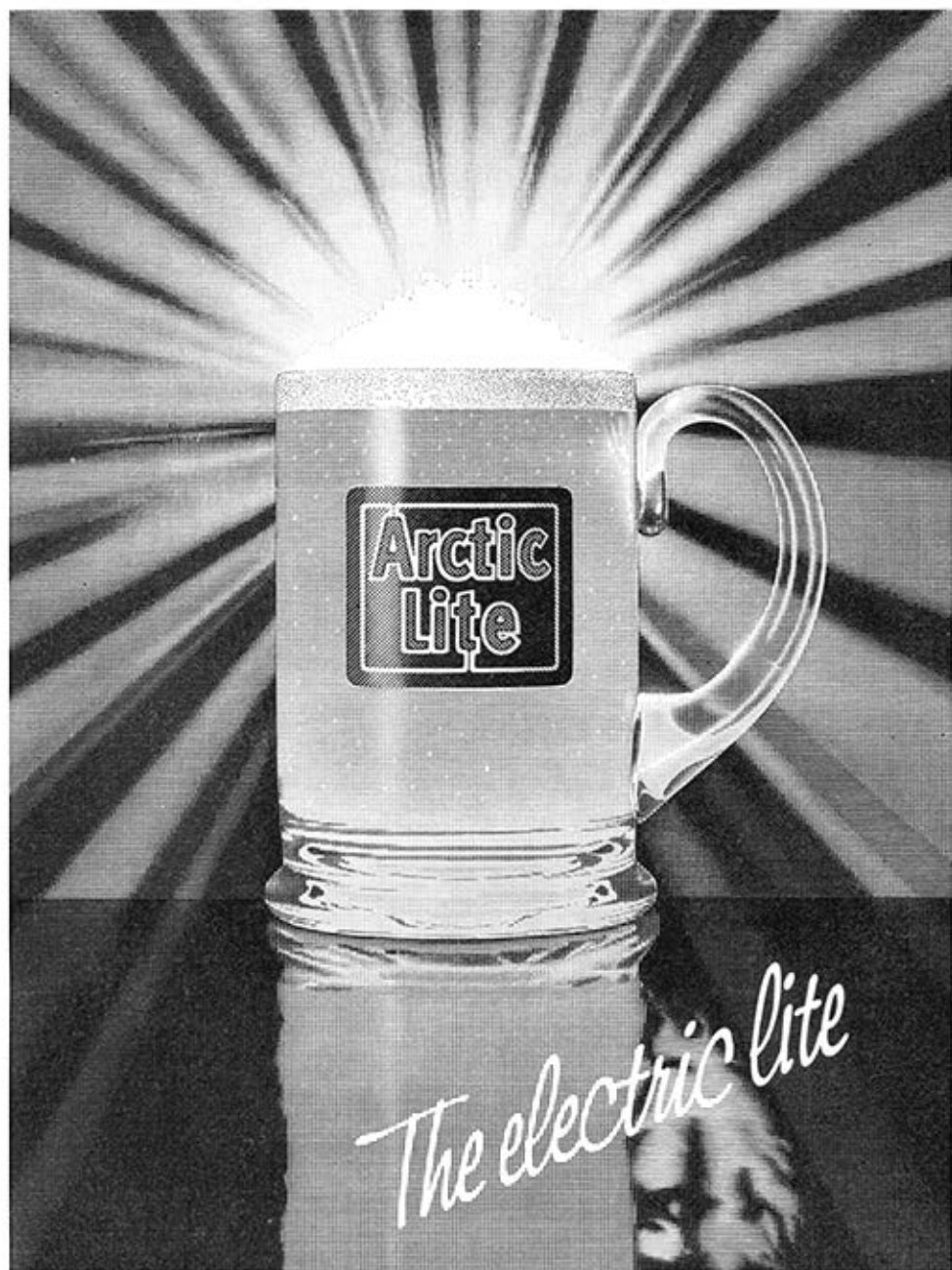
The Marlboro Pitts Special is the most advanced aircraft of its type flying in Britain. It weighs only 950 lbs. with Philip on board. The standard 180 h.p. engine has been boosted to produce 230 h.p.

Most of the manoeuvres flown in the display are entered at about 160 m.p.h. and at this speed—during an outside loop, for example—the pilot experiences 5G. That is, he is pushed out against his straps by a force of gravity equal to five times his own weight. It does funny things with his face, too, says Philip. Luckily, none of us are close enough to see!

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# After the Show...



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