

SSAFA

AIR DISPLAY

RAF CHURCH FENTON

Sunday 14th June 1981

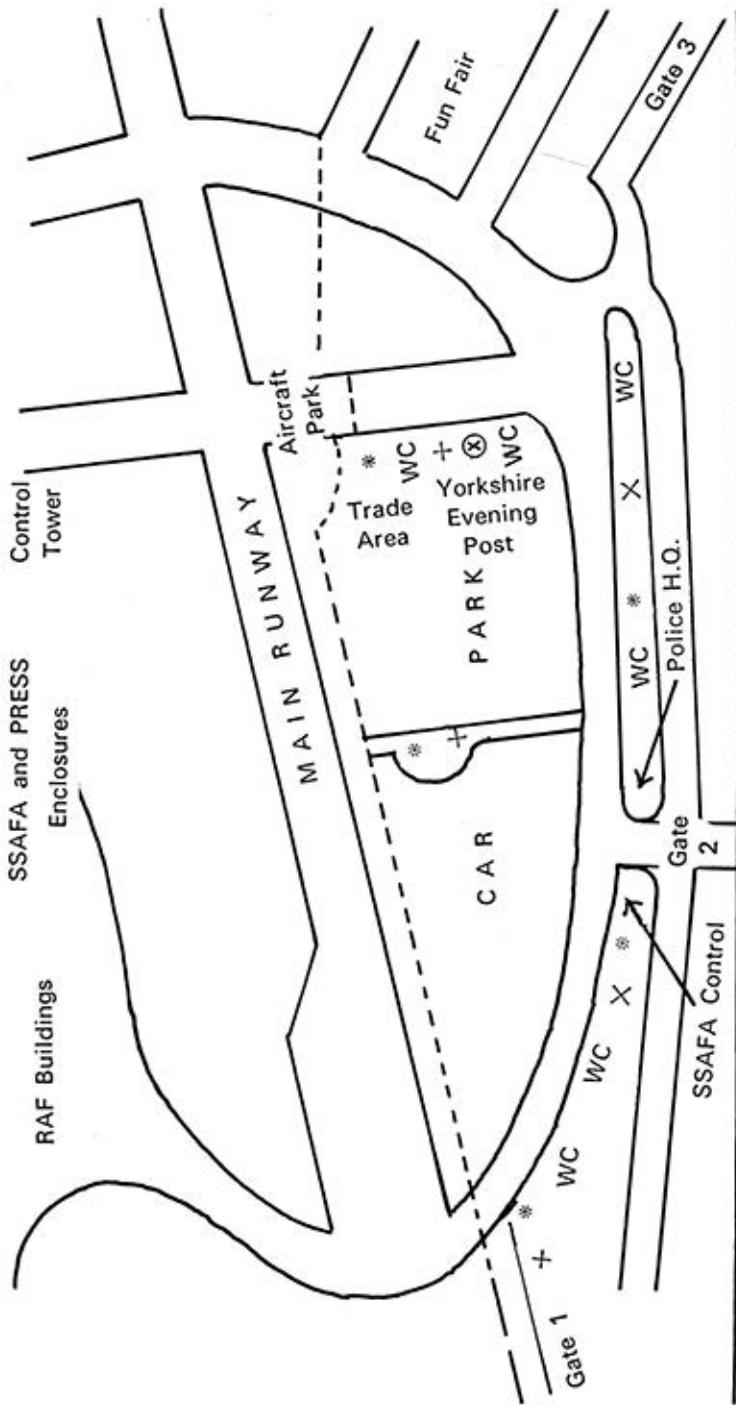
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EVENING POST

SSAFA AIR DISPLAY — SKETCH MAP — RAF CHURCH FENTON

(not to scale)



- KEY**
- WC — Mobile Toilets
 - * — Buffet
 - + — Programme Stall
 - ⊗ — Tented Exhibition
 - X — First Aid/Lost Children

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YOUR PREVIEW OF NEW YTV SERIES

The crowd at today's display are getting a unique preview of two of the aircraft that will feature in Yorkshire Television's exciting new series "Airline" which will star Roy Marsden, last seen as hard-man Neil Burnside in YTV's "The Sandbaggers".

Roy Marsden will be arriving at today's show in one of the two Dakota aircraft which also star in the new series and you will have the opportunity to get close-ups of all of them in the Static Aircraft Park.

Filming for "Airline" has been carried-out at Church Fenton, the Leeds-Bradford Airport and Blackpool Airport and it has been exciting stuff, for the series is set in those heady days just after World War Two when many ex-Servicemen were setting-up their own airlines.

Roy Marsden plays Jack Ruskin, a former RAF pilot who buys a couple of Dakotas and sets up an independent airline. As the TV Times recently stated: "He was one of many". Mike Keegan, chairman of British Air Ferries, says: "The opportunities were boundless, and there was a mass of pilots and engineers willing to work day and night for a chance to build the kind of business we all wanted....".

And thereby hangs a local connection for just such an airline was B.K.S. (the "K" stood for Keegan) which started operations from Leeds-Bradford with Dakotas!

Whilst the ladies will undoubtedly want to see Roy Marsden today, the aviation enthusiasts will be after crooning over Dakotas G-DAKS and G-BHUB around which "Airline" is filmed. The aircraft are owned by an enthusiastic company named Aces High Limited, of Fair Oaks Airport, Chobham, Surrey, of which Mike Woodley is chairman.

The company was formed by a group of friends and businessmen in order to save a Dakota from an ignominious end on a fire dump. An extensive period of rebuilding and maintenance brought G-DAKS up to standard and as the airframe had flown only 3,500 hours since its construction in 1943, the task proved both interesting and rewarding.

Bitten by the vintage aircraft bug, the team decided to expand the company and a further three Dakotas were bought and shortly afterwards two ex-Portuguese Air Force Harvards joined their fleet. Items required to re-build the old aircraft were purchased and brought back to the UK from points as far away as Brazil.

Most of the air-to-air filming for the new YTV series was done from a converted Piper Aztec of Aces High.

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THE RED ARROWS DISPLAY YEAR

The Red Arrows are a standard RAF squadron whose peace time role is to demonstrate the qualities and skills demanded of all officers and airmen. Like many other establishments, the entire team would be quickly absorbed into operational squadrons should it be necessary.

Operating from RAF Kemble, near Cirencester, The Red Arrows are a detachment of Central Flying School (CFS) which is commanded by a Wing Commander. The team of nine pilots is led by a squadron leader (currently S/Ldr. B. R. Hoskins). The Manager, and the Junior Engineering Officer complete the team. Administration for the detachment is carried-out by an adjutant and five support staff.

Away from their base, The Red Arrows are supported by 27 travelling groundcrew while the detachment's Senior Engineering Officer and 50 technicians remain at RAF Kemble to service the aircraft on their return.

Preparation for The Red Arrows display year begins in June when selection of new pilots for the coming year takes place. Normally, three are posted from the team each year and replacement pilots can expect to remain for three years before returning to a front line appointment.

New pilots arrive at RAF Kemble during the late summer just as the display season is coming to an end, and start formation flying practice.

Planning for the first display of the new season begins about six weeks before the event when logistic requirements are sent to display organisers and operating airfields.

Ten aircraft are flown to each display airfield; the engineering officer and nine groundcrew members fly in the rear seat of the Hawks in transit flights so that servicing can begin before the support aircraft — a Hercules — arrives. Prior to the display, the team is briefed by the leader who has to decide which type of sequence to fly according to the prevailing weather conditions.



ROLLS-ROYCE SPITFIRE

Among the few Spitfires still capable of flight, the Rolls-Royce Spitfire (G-ALGT), is surely one of the most superb examples. It was used in the film "Battle of Britain" in various guises and, according to Mr. G. P. Trant who has carried-out extensive research on this particular aircraft, it dates back to 1944 when it was built by the Supermarine Chattis Hall works as an F.Mk.XIV with a Griffon 65 engine.

It saw service with No 350 (Belgian) Squadron and No 443 (RCAF) Squadron and was sold to Rolls-Royce in February, 1949, since when it has been used almost continuously for Test Pilot liaison duties in the UK and for carrying-out display flights for Service organisations.

Whilst on lease to Spitfire Productions Ltd., for the "Battle of Britain" filming, it was resprayed in 1940 camouflage and this was retained on its return to Rolls-Royce but with slight modifications to make it representative of a machine of No 130 Squadron.

The present engine is Griffon 65 No 1370, installed in 1949 and has some 700 hours on the clock.

The pilot today is Mr. J. T. S. Lewis, Deputy Chief Test Pilot with Rolls-Royce Limited, who has over 6,500 hours' experience on a wide variety of fixed wing, rotary wing and jet aircraft. His hobbies are motor-cycles, steam locomotives and aircraft.

DISTINCTIVE-SOUNDING HARVARD

Thousands of pilots owe their training to the North American Harvard, two of which are included in today's display.

The one in the flying display — FE992 — is owned and flown by Roger Reeves, who comes from Cheshire. This Model IIB was built in Canada under licence by the Nordduyn Aviation Company in 1943. It originally saw service with the RAF as a trainer.

As an advanced trainer, the Harvard was well-suited to prepare pilots for high performance piston-engined aircraft such as Tomahawks, Mustangs, Spitfires and Typhoons.

After the war, Harvards "starred" in many war films, including "Tora Tora Tora" for which the aircraft were modified to represent the famed Japanese "Zero".

FE992 was sold to the Swedish Air Force in 1946 and fitted with rocket pylons and bomb racks, as well as being armed with a single machine gun. In the early 50s it was transferred to the Norwegian Air Force for the remainder of its Service life.

It was finally retired in 1974, after 31 years' service, the final 10 years being still in the advanced trainer role.

The engine was re-built in 1976 and has now flown some 250 hours. The aircraft was re-painted last year in wartime RAF colours.

The Harvard is powered by a Pratt and Whitney 55hp Wasp engine fitted with a supercharger which increases power to 600hp. One of the main characteristics of the aircraft — well-remembered from the last war — is its individual sound, caused by the propeller tips exceeding the speed of sound when in fine pitch.

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MARLBORO AEROBATIC DISPLAY

This year's Marlboro Aerobatic Display brings thrills and spectacle to the show with a remarkable exhibition of exciting aerobatics.

This is the Marlboro Aerobatic Team's fourth season of flying at events in Europe and this year they have three pilots each giving solo displays throughout the summer months.

Team pilots Philip Meeson, John Taylor and Nigel Lamb each fly a rugged Pitts Special — especially designed for the tremendous stresses experienced during aerobatic flight.

Today's display is given by Nigel Lamb, seen here flying inverted, who will demonstrate the amazing versatility of the Marlboro Pitts with a selection of the most interesting and exciting manoeuvres.

Look out for the two turn "Vertical Roll" as the aircraft approaches to commence the display at over 200 mph. At the top of the roll the aircraft will be almost stationary then, with a smart movement of the rudder pedals, Nigel will execute a "stall turn" — if he leaves it a fraction too late the Pitts will be flying backwards!

The next manoeuvre is an "Avalanche". The aircraft is pulled into a tight loop with the pilot experiencing over $5\frac{1}{2}G$ i.e. he is $5\frac{1}{2}$ times his own weight. At the top of the figure the pilot momentarily puts on full rudder and the aircraft flicks twice about its own flight path. It all happens so fast if you blink you might miss it!

The show continues with many manoeuvres that you will recognise and some that you won't — but even familiar ones look different when they are flown upside down; or is it inside out?

The classic biplane design of the Marlboro Pitts is still considered to be the best for the high stresses aircraft experience during aerobatics — its external bracing gives tremendous strength coupled with minimum weight.

THE VIXEN TWO

Two pilots of the disbanded Rothmans Aerobatic Team — Marcus Edwards (ex-team leader 1979-80) and John McLean (ex-No 3) have formed The Vixen Two — Britain's newest formation team, flying Pitts S2A aircraft. They are based at Cardiff Airport and offer the same high standard established by the Rothmans Team over the past 10 years.

Marcus Edwards, aged 41, spent 12 years in the Fleet Air Arm and flew Sea Vixens. He was No 4 with The Red Pelicans in 1973; was with the Jubilee Duo in 1977 and the Rothmans Team from 1977 to 1980.

Second pilot in the team is John McLean, aged 39, who spent 12 years in the RAF flying Shackletons, Nimrods and Bulldogs.

AIRLINE



It's a rat race with profits cut to the bone in order to win contracts.

Few will survive, but Ruskin intends to be one of them, whatever the cost.

A new drama series for 1982.

Two Dakotas used in the series will be flying at today's air display.

Best Wishes from

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TURBULENT FORMATION TEAM

The 1981 Turbulent Formation Team forms part of the world-famous Tiger Club Display Team seen throughout the UK and Europe and one of the aircraft is seen here doing a snatch pick-up between two posts at a recent display.

Powered by a converted Volkswagen car engine of 1,500cc the Druine D31 Turbulent is a very popular and simple sport aircraft, particularly suitable for amateur constructors. The highly-sensitive controls make it ideal for close formation flying, although the lack of power requires careful anticipation by the Team pilots during the tight manoeuvres performed.

Special features of the display include the overhead running break from echelon formation and the unique synchronised run through a hand-held hoop only 14ft. high.

The team pilots are: No 1 Neil Thomason, 26, married, demolition expert; No 2 Tony Docherty, 33 single, rebuilds aircraft; No 3 Mike Dentith, 31, married, Shakespearian actor; No 4 Jim Alderton, age embarrassing, single, bus driver. The ground crew (pole holders) are: Phyllis Bennett, age confidential, nothing else known; and Jane Barker, age also confidential, single and owner of the red Turbulent which she likes to keep a close eye on — and few will be closer than she is today!

ADVERTISING BALLOON COMPANY

Today's balloon ascent will be made by Mike Snow, proprietor and senior pilot of the A.B.C. Balloon Company which, as the name indicates, specialises in advertising work.

The balloon he will be flying is a 77,000 cubic foot capacity model named "Viva 77" which weighs over 2½ tons in flight.

The envelope is attached to the burner loadframe and basket by stainless steel rigging wires and the burners are also made from stainless steel. They are fuelled by liquid propane, each one generating sufficient hot air to heat 138 four-bedroomed houses!

Mike Snow's balloon is equipped with twin burners so that if one fails the standby can be brought into operation immediately. The fuel itself is stored in aluminium tanks inside the basket and vaporised in a coiled tube which surrounds the flame.

Mike Snow spent his boyhood in Shipley, was educated at Bradford Grammar School and lives at Thornton in Craven. He is now in his third year as a qualified balloon pilot and freely admits that the attraction of being an owner and pilot made him an overnight convert to the world of hot-air ballooning.

JOB HUNTING? — see the Classified section of the Yorkshire Evening Post for the best selection of jobs in the area.

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INCLUDED IN THE FLYING DISPLAY



HAWKER SEA FURY — TF956 was the first Sea Fury FB11 produced by the Hawker Aircraft Company in 1948. The Sea Fury prototype first flew in November, 1944, with the production model following shortly afterwards in February, 1945.

In all, 565 Sea Fury aircraft were built for the Fleet Air Arm up to 1950. Too late for World War II, the type gave good service in the Korean war where it was responsible for shooting down several Russian-built MIG 15s. Apart from being supplied to the Royal Navy, the Sea Fury was exported to the Netherlands, Iraq, Pakistan, Egypt, Burma, Cuba and Germany. Pilot of the aircraft in today's display is Lt. Cdr. Alan Shelman RN who is Senior Pilot of the Naval Flying Standards Flight at RNAS Yeovilton.



VULCAN — The big delta-wing bomber in today's show comes from the famed No 617 "Dambusters" Squadron and the pilot is Flt/Lt. Michael Kay who joined the RAF in 1970 and did part of his flying training on Chipmunks here at Church Fenton. He has been flying Vulcans with 617 Squadron since 1975.

BATTLE OF BRITAIN MEMORIAL FLIGHT — Four Spitfires, two Hurricanes and a Lancaster make up the flight which was formed at Biggin Hill in 1957 and has been based at RAF Coningsby, Lincolnshire, since 1976. The Spitfires are Mk.Vb.AB 910, built in 1941 and famous for carrying a WAAF round the circuit on its tailplane; Mk.11a.P7350, built at Castle Bromwich in 1940 and used in the "Battle of Britain film; PR.Mk.XIX.PS 853 built in 1945; and Mk. XIX.PM 631, also built in 1945. The Hurricanes are 11c.LF 363, built in 1944 and featured in the films "Angels One Five", "Reach for the Sky" and "The One That Got Away" and PZ 865 which also flew in "Angels One Five". The Lancaster carries the code AJ-G, used by Wing Commander Guy Gibson, V.C., when leading No 617 squadron.



SHE'S 49 WITH LOTS OF CLASS

Preserved in flying condition by British Aerospace at Brough, East Yorkshire, the splendid Blackburn B2 was built in 1932 and is flown today by Don Headley, Chief Test Pilot with British Aerospace at Holme-on-Spalding Moor.

Powered by a Gypsy Major engine, the B2 was designed as a training and touring aircraft. The fuselage is metal but the wings and tail are fabric covered. The span is 30ft. 2ins; length 24ft. 3ins. and top speed 112 mph.

Don Headley is more regularly employed flying Buccaneers and Phantoms. He had his first flight at the age of four (in a Taylor Cub) and joined the RAF in 1951 where he flew Prentices, Harvards, Meteors, Vampires and Javelins. In 1963 he joined Short Brothers and Harland on the Royal Navy Civilian Ferry Flight and flew Devons, Sea Princes, Sea Venoms, Sea Hawks, Hunters, Meteors, Chipmunks, Sea Vixens and Buccaneers.

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.

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EXHIBITION TENT

609 SQUADRON ASSOCIATION — Items from this famous squadron's history will be on view. No 609 (West Riding) Squadron, Royal Auxiliary Air Force was formed at Yeadon on February 10, 1936, and equipped with Hawker Hart and Avro Tutor aircraft. The first wartime action came in 1940 with their success against an He.111 which had been attacking a convoy. The squadron destroyed 46 aircraft in one month alone during the Battle of Britain and became the first Spitfire squadron to shoot down 100 enemy aircraft. In May, 1942, No 609 was re-armed with Typhoons and became one of the most successful train-wrecking squadrons. Despite its "West Riding" title, No 609 was a truly international wartime squadron with pilots from the Commonwealth, the USA, Poland, France, Norway and above all Belgium from where the squadron obtained three commanding officers. The squadron was finally disbanded in the Defence cuts of 1957. Now its Association maintains close contact with many former members and organises an annual re-union which this year coincides with the SSAFA Display.

WEST YORKSHIRE MODEL FLYING CLUB — A wide range of aircraft will be covered by the club's exhibition, including several large scale types. A special attraction for children will be the "round the pole" landing strip where they can attempt to land a small electric model. All models have been hand-built by members. This is the club's 10th year at the SSAFA show. The Club was founded in 1969 and has a membership of about 60.

NEWARK (NOTTS. & LINCS.) AIR MUSEUM LTD. — Based at the Newark and Notts. Showground, Winthorpe Airfield, Newark, Notts., the organisation has a collection of aircraft, aircraft engines, propellers, models etc. Aircraft on display there include a Percival Provost, Percival Prentice, Lockheed T33, Dassault Mystere, North American Super Sabre, Gloster Meteor, Supermarine Swift, de Havilland Vampire, Avro Shackleton, Vickers Varsity, Handley Page Hastings, Two Bristol Sycamore helicopters, a Westland Whirlwind and a Saro Skeeter. Other aircraft held in store can be viewed by prior appointment. The museum is open April to October; weekends and bank holidays. Full details are available on the Museum stand.

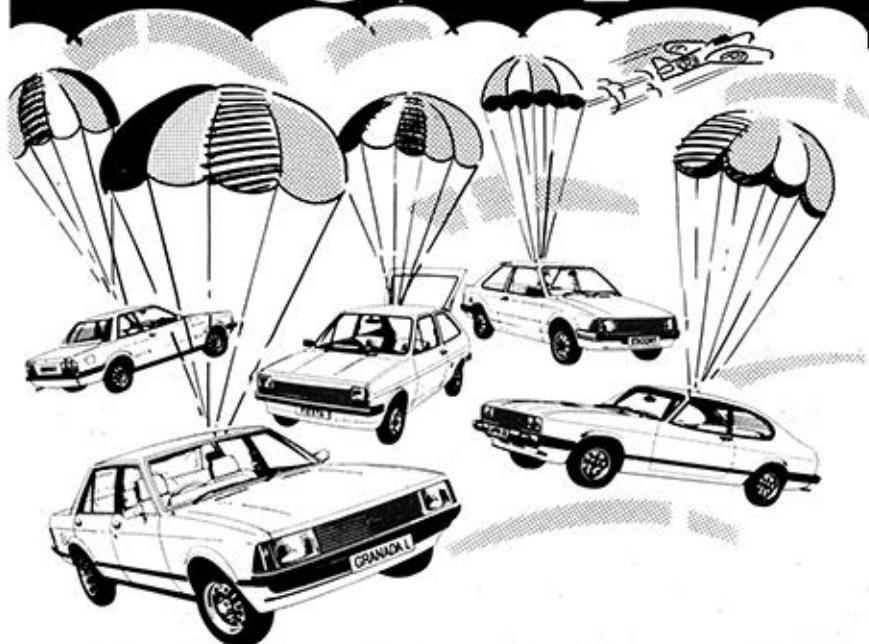
PENNINE AVIATION MUSEUM — Formed in 1977 to preserve and display items of the North West's aviation heritage, the Museum has a half-acre site in Moorlands Park, Bacup, donated by Rossendale Council, and landscaping work there is almost finished. This will allow work to start in earnest on the restoration of three aircraft: a 1949 Avro Anson T.21, a 1956 Vampire T11 and the framework of a Waco Hadrian troop-carrying glider. Membership costs £4 per annum and details are available from: Mr. L. Hitchens, Secretary, PAM, 12 Claremont Road, Milnrow, Rochdale, Lancs. OL16 4EZ.

RAF CHURCH FENTON EXHIBITS — 1 — A sectioned Viper engine, the engine is the basic power plant for the Jet Provost aircraft operated by this unit. 2 — Display of ejection seat and survival equipment. 3 — Model Aircraft Club with some fine examples of radio-controlled models. 4 — Model Railway Club exhibits will include two working steam locomotives. 5 — Examples of work by the Woodwork Club. 6 — A superb collection of model soldiers. 7 — Expedition training and sports equipment. 8 — Families social amenities.

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IT IS CRICKET!

Flying the exciting little British Airways "Super Cricket" Gyroplane makes quite a change for Harrogate-born Captain John Kitchin who is normally at the controls of one of the airline's TriStars.

An ex-Fleet Air Arm pilot on Fireflies and Gannets, he joined the then BOAC in 1957 and has flown Britannias, Comets and VC10s with the airline. But one of his great pleasures is buzzing around in the Super Cricket as part of British Airways' promotional team which appears at air displays, county shows and suchlike all over Britain.

Besides his regular airline job, he is Flying Instructor (Gyroplanes) with Campbell Aircraft Limited, the builders of the Super Cricket, and has done much to develop gyroplane flying in Britain.

As you might expect, flying the "aerial motor-bike" makes a big change from operating a highly-sophisticated TriStar. "In-flight entertainment" in the Super Cricket consists of watching where you are going, looking out for power lines, chimneys and low-flying geese, and trying to avoid rain clouds because a good soaking at 70 mph does not add up to much fun.

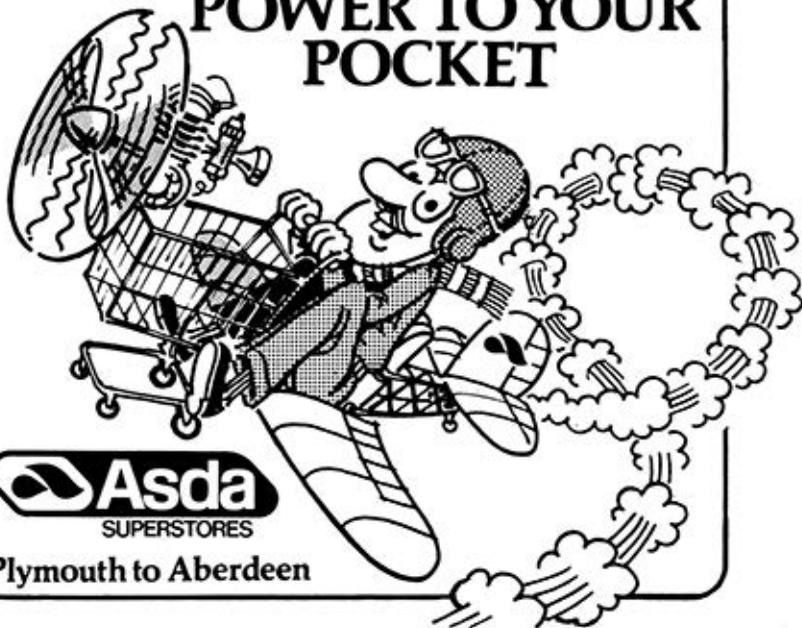
Captain Kitchin's display routine is designed to show you what a gyroplane can do and, particularly, to demonstrate how this ancestor of the helicopter has flying ability between that of a fixed-wing aircraft and the "chopper".

The Super Cricket has a 2,074cc VW engine. Its maximum speed is 85 knots, minimum level speed 25 knots and landing run less than five yards.

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THE EXCITING HARRIER

From a spectator point of view, there can be few more unusual and exciting aircraft in a display than the Harrier; the fact that it can take off and land vertically — and fly backwards — makes it a superb attraction.

It entered service in 1969, holds a number of world records (including the New York — London city centre to city centre time), and is the only aircraft in the world to operate from a ski jump — a specially-designed ramp which allows the Harrier extra weight on take-off from ships at sea.

There are now seven variants of the Harrier and the American McDonnell Douglas Corporation and British Aerospace are collaborating in the development of an advanced Harrier, the AV-8B, to meet US Marine Corps requirements.

The USMC has a requirement for 350 AV-8Bs. Full scale production is planned to start in 1983 and, on present planning, the first USMC squadron will form in 1985.

Pilot of the Harrier in today's display is Yorkshireman Flt/Lt. Chris Burwell who joined the RAF as a Cranwell cadet in 1969. He was a flying instructor on Jet Provosts at RAF Linton-on-Ouse, near York, for 2½ years before converting to Hunters in preparation for Harrier conversion in 1976. He is now a flying instructor on Harriers at RAF Wittering.

PHOTOGRAPHIC FALCONS

Air-to-air photography and video is important to the RAF Falcons, who will be "dropping in" today, being invaluable for training purposes and for team publicity.

The team include specialist sergeants Dave Amerson, Pete Reynolds and Chris Duerden to take all their air-to-air pictures and video shots.

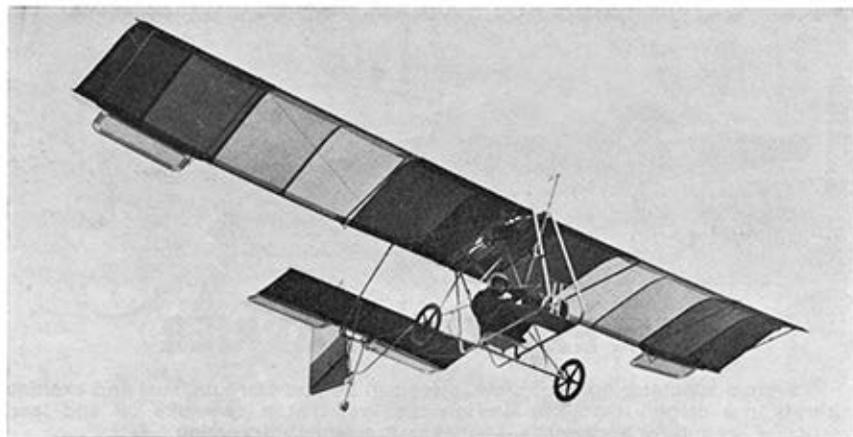
A motorised Nikon F2 with a f2.8 35mm lens is used for many tasks. Electrically operated, it weighs 8lbs. and takes up to five frames per second. The complete unit is mounted on the cameraman's helmet.

The films made by the RAF Falcons were taken with a motorised Beullieu 16mm cine camera, using a 10/15mm lens. The camera is powered by a 16-volt battery, shooting film at 32 frames per second. The complete side-mounted camera assembly weighs 16lbs.

Now the Falcons are using video equipment in free fall, consisting of a WV3200E National Panasonic helmet-mounted camera and the NC3000 recorder attached to a purpose-designed video harness worn by the cameraman.

This equipment can be used for both air-to-air and ground-to-air photography when developing new aerial formations and training new team members in free fall techniques.

PICK THE SPOT — Yorkshire's greatest family football contest with a four-figure cash jackpot every week: enter in the Yorkshire Post or Yorkshire Evening Post on Fridays, Saturdays and Mondays.



WINDSPORTS CENTRE

Making their first appearance at the SSAFA Display are aircraft from the Windsport Centre based on Wombledon Aerodrome, near Kirbymoorside, North Yorkshire.

This new generation of ultra-light aircraft has brought flying within the grasp of many enthusiasts previously barred because of cost. Big advantage of most of these aircraft is low cost operation, profitability and no requirement for hangar accommodation.

One of the fastest growing locations for this kind of flying is the Windsports Centre where the basic novices course lasts five days, from Monday to Friday, and costs £150 inclusive of VAT.

Windsports are today displaying the Rally 2B ultralight which has achieved enormous popularity in the USA. It looks and flies like a real aircraft yet weighs only 135lbs and can be transported folded on a roof rack.

Also displayed will be the Catto CP16 which comes in kit form or factory-built. It can be assembled in 15 minutes and takes off in 150ft to a cruising speed of 45mph.

Even lighter in the ultralight league is the 90lb Skyhook, powered by a 210cc engine giving it a cruising speed of 40mph. Minimum maintenance consists of one grease nipple for propellor shaft bearings and the occasional greasing of wheel hubs and steering head!

"OLDE TYME" JETS

The Vampire and Meteor aircraft which comprise "The Vintage Pair" are in their 10th display season and represent a quarter of a century of aviation history. A Meteor was the first jet aircraft to enter operational service with the RAF, an aviation milestone recorded in 1944 in operations against V1s.

A training version of the Meteor, the T.Mk.7 was the first jet trainer in RAF service. The Vintage Pair's own Meteor, WF791, first flew in April, 1951.

The other aircraft in the pair, the Vampire T11, was also an advanced training aircraft with the RAF, being developed from an operational fighter. This particular aircraft, XH304, first flew in December, 1955 and is the last Vampire flying with the RAF.

Both aircraft are fully aerobatic and were in service with the Examining Wing of the Central Flying School until 1972, when the Vintage Pair team was formed. The two aircraft are now maintained by the Engineering Wing at RAF Leeming, North Yorkshire.



SSAFA — the friend of the family

SSAFA is the friendly, knowledgeable and sympathetic point of contact in the local community for Service and ex-Service families in time of crisis or anxiety — resettlement in civilian life, illness, disablement, bereavement, unemployment, marriage breakdown, loneliness and old age.

A network of 6,000 voluntary representatives provides a unique communication service. Close links with the Armed Forces enable SSAFA to keep serving men and women away on duty in touch with their relatives at home. By direct contact with government and local authority departments, fuel boards, other Service and civilian charities, SSAFA is able to obtain prompt and efficient action in emergencies — to set up a deserted wife and her children in a new home, to intervene when a household with young children or an old person is threatened with disconnection, to raise money when a family needs more than the Social Services can find today.

SSAFA gives guidance to the ever-growing number of the elderly who are often bewildered by officialdom and makes sure they obtain all their just entitlements.

Our representatives offer care, understanding and friendship, especially to the newly-widowed and the old, disabled and housebound. If you know anyone who needs SSAFA help or if you would like to join us in this vital task, either by giving some of your time as a voluntary visitor (the need is greatest in cities and towns) or by supporting us with a donation, by Deed of Covenant or by remembering SSAFA in your will, the address is:

*SSAFA (The Soldiers', Sailors' and Airmen's Families Association)
P.O. Box 5, London S.W.1. Telephone (24 hr. service) 01-222 9221*

FLYING PROGRAMME

The flying display will be from 1330hrs to 1700hrs (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 (also see Page 31 of this programme). 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 **Falcons 81 – Free Fall Parachute Display Team**
- 2 **Vixen Two – flying Pitts S2A aircraft**
- 3 **Vintage Pair – Vampire & Meteor**
- 4 **Hawker Sea Fury**
- 5 **Rolls-Royce Spitfire**
- 6 **Harvard IIB**
- 7 **Marlboro Aerobatic Display**
- 8 **“Aces High” Dakota**
- 9 **Vulcan**
- 10 **Blackburn B2**
- 11 **Gazelle helicopter (Army Air Corps)**
- 12 **Vickers Varsity**
- 13 **Windsports Centre ultralight aircraft**
- 14 **Jet Provost aerobatics**
- 15 **Harrier VTOL aircraft**
- 16 **Battle of Britain Memorial Flight**
- 17 **“Super Cricket” Gyroplane**
- 18 **Turbulent Formation Team (Tiger Club)**
- 19 **The Red Arrows**
- 20 **ABC Balloon**

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.

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 K. R. Briggs, RAF, Officer Commanding, Royal Air Force Church Fenton and all Ranks.

150 Provost Company, RMP.

2nd Battalion Yorkshire Volunteers.

REU, RAF Henlow.

1 Ammunition Inspection and Disposal Unit, RAOC.

The Yorkshire Evening Post.

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 City of Leeds Sea Cadet Corps.

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.

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RAF CHURCH FENTON

One of the best-known RAF stations in the country, Church Fenton has had a long and chequered history. It also has a reputation for being a happy station.

Most of the men and women who have served here over the years have fond memories of the station and of their neighbours in nearby towns and villages. Here is a brief look at the station's history:

1936—1939

The Station was constructed, along with many other airfields in Yorkshire and Lincolnshire, in the general expansion of the Royal Air Force in the mid-thirties to counter the emergence of German air power. The first squadrons moved in with Gauntlets (No 213 Squadron) and Gladiators (No 72 Squadron), in 1937, though the works services of the original contract were not completed until 1939.

1939—1945

At the outbreak of war the squadrons here were re-equipped with Spitfires, Blenheims and Hurricanes and during the Battle of Britain period they fought many actions, mainly in defence of the East Coast and inland towns.

In 1941 the Station became a training unit for night fighter pilots, when No 54 Operational Training Unit formed on the Station. Many famous pilots were trained here until May, 1942, when No 54 OTU moved away.

From May 1942 until the end of the war, many fighter squadrons were based at Church Fenton, chiefly equipped with Beaufighters and Mosquitoes. The main operations carried out were either in defence of the country against German raiders, or in the attacking role of "intruding" against military targets on the Continent. Many successes were gained in both roles.

1945—1959

With the coming of peace the squadrons at Church Fenton embarked on training exercises, and this continued until 1959. A fine record of training was achieved in these years, by the piston-engined Beaufighters, Mosquitoes and Spitfires, and subsequently by jet-propelled Meteors, Hunters and Javelins.

1959—1962

In July, 1959, the Station's long association with Fighter Command came to an end. The Station was transferred to Flying Training Command to become the home of several important units, the principal ones being No 23 Group Headquarters, No 60 Maintenance Unit, No 2 Police District and Leeds University Air Squadron.

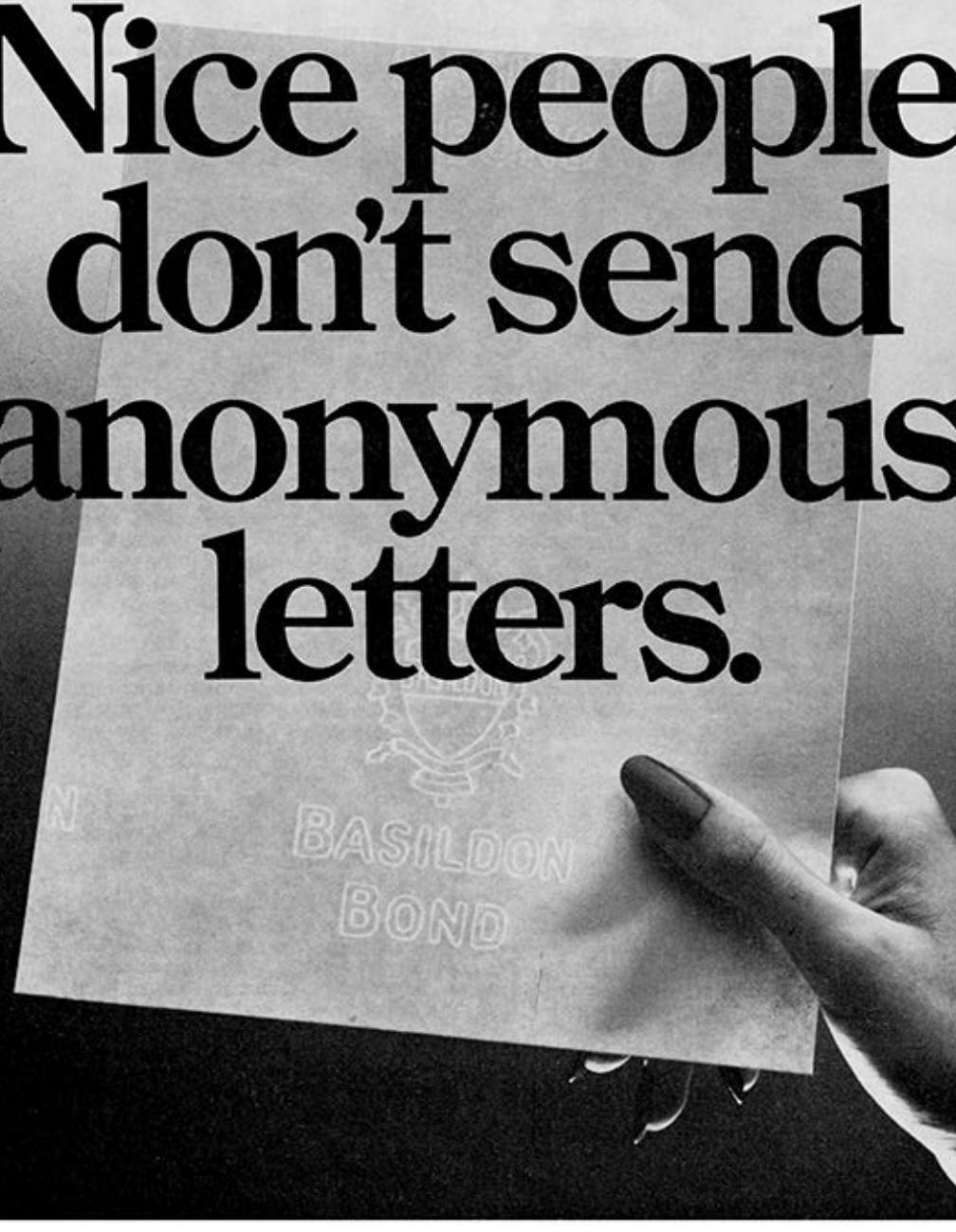
1962—1966

Still in Flying Training Command, Church Fenton became the home of No 7 Flying Training School (Jet Provost) under No 23 Group Headquarters. During this period over 400 trainee pilots graduated and were presented with their "Wings", among them many from the Commonwealth and other countries. For a brief period in 1966 an advanced training Flight, using Vampire T.11 aircraft, operated alongside No 7 FTS. In April, 1966, Leeds University Air Squadron returned to the Station, together with No 9 Air Experience Flight. Both units operated Chipmunk aircraft, September 1966, saw the arrival of Headquarters No 6 Recruiting Region, together with associated Schools Liaison Officers. November 1966 marked the disbandment of No 7 FTS.

1967—1968

In January, 1967, the Primary Flying Squadron came to Church Fenton from RAF South Cerney, to be joined in January 1968, by the Aircrew Officer Training School, also from South Cerney. On the 1 January, 1967, the Station was transferred from No 23 Group to No 25 Group and on 1 January, 1968, was transferred to No 22 Group and Training Command.

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1969—1973

The Aircrew Officer Training School moved from RAF Church Fenton to RAF Henlow, where it merged with the Officer Cadet Training Unit. The effective date of the merger was 19 May, 1969, but the transfer of training from RAF Church Fenton to RAF Henlow was phased over a period of three months from that date. RAF Church Fenton continued as a flying training school and included from 15 September, 1969, the Royal Navy Helicopter Specialist Pilot Squadron, moved from RAF Linton-on-Ouse. Other flying units on the Station at the time included the Yorkshire Universities Air Squadron and No 9 Air Experience Flight. The Helicopter Specialist Pilot Squadron was later re-named the Royal Navy Elementary Flying Training Squadron. Bulldog aircraft were introduced on the Station in July 1973.

1974—1978

On 28 November, 1974, No 2 FTS disbanded and the following day the RN EFTS moved to RAF Leeming. On 21 March, 1975, RAF Church Fenton closed, but for the next four years the airfield remained in use as a relief landing ground, under the control of RAF Linton-on-Ouse.

1978—1980

In 1978, with the need for more pilots, new flying training schools were required. The announcement of the re-opening of RAF Church Fenton was made in October, 1978, and thereafter followed an intensive programme of re-activation of buildings and facilities. The Station formally re-opened as No 7 FTS on 2 April, 1979, equipped with Jet Provost aircraft.



GAZELLE AH1 — This light observation helicopter first entered service with the Army Air Corps in 1973. It has a crew of two — one pilot and one aircrewman. Its top speed is 168 knots and normal cruise speed is 120 knots. The machine is used to cover ground troops, casualty evacuation, reconnaissance, liaison and the control of artillery shoots and ground attack aircraft.

Based at Alanbrooke Barracks, Topcliffe, near Thirsk, No 3 Flight AAC received its first Gazelles in 1978 when the unit was the resident flight in Northern Ireland.

READ JOHN WELLINGTON — the Yorkshire Evening Post columnist with the witty pen.



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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.



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.

ALL DOGS MUST BE KEPT ON LEAD AT ALL TIMES.



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!

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TODAY'S PRIZE LIST

Prizewinners at today's show will be those visitors whose serial numbers are picked by a random selection being made by a Yorkshire Post Newspapers' computer. (YOUR programme serial number appears at the bottom of this page).

When the selection is complete, at approximately 4 p.m., a list of winning numbers selected by the computer will be displayed on boards at each of the programme stalls, also at the Yorkshire Evening Post stand near the Static Aircraft Park.

The list of winning numbers will be repeated in tomorrow's Yorkshire Evening Post.

If you are in the Public Enclosure, complete the form printed here and take it to the Yorkshire Evening Post stand and collect your prize today.

If you are in another part of the airfield or, for some reason you cannot get to the stand to collect your prize today, simply complete the form printed here, **THEN POST THE COUPON COMPLETE WITH SERIAL NUMBER, TO:**

**Air Display Prize,
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..... and your prize will be mailed to you.

The organisers gratefully acknowledge the generosity of those donating the following prizes: Yorkshire Television (*tickets to YTV show and "Farmhouse Kitchen" books*); Stimorol Chewing Gum Company (*10 shoulder bags and 12 boxes of chewing gum*); Joshua Tetley & Son (*four dozen cans of Tetley Special Pale Ale*); Wallace Arnold (*half day excursion tickets*); Beatties of London (*model kits*); British Airways (*overnight bags*); Yorkshire Post Newspapers Studios (*free colour portrait sitting*); National Travel (*London Mini-Weekend voucher*); City Varieties, Leeds (*box tickets for next pantomime*); Yorkshire Aeroplane Club (*free flight for three*); Lewis's, Leeds (*£10 shopping voucher*); Singapore Airlines (*two return tickets London-Athens*); John Smiths Tadcaster Brewery (*two dozen cans of ale*); Odeon, Leeds (*six free double cinema tickets*); Lonrho Textiles (*Continental quilt set and sheets*); ABC Cinema, Leeds (*free cinema tickets*); Leeds Shaver Centre (*12 free service vouchers*); Len Lyons Records, Leeds (*six LPs*); Hemingways (Furnishers) Ltd., Harrison Street, Leeds (*Polaroid camera set*); Starline Sales Ideas, via Mr. A. G. Parker (*desk pen set and executive desk pad*); Yorkshire Evening Post (*men's wallets*).

COUPON FOR PRIZE CLAIM — Please complete and hand in, or send in, to claim your prize:

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BILL BROOKES AVIATION SALES specialise in supplying stickers, insignia and printed shirts to RAF and USAF squadrons. Each year since 1978 they have supplied The Red Arrows and this year were commissioned to produce the new team crest stickers displayed on the team's aircraft. For lists of aviation souvenirs, send large sae to: 16 East Road, Ketley Bank, Telford, Salop.

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LEEDS ATC; LEEDS AIR GUNNERS. This year heralds the 40th anniversary of the Air Training Corps and members of No 168 (City of Leeds) Squadron will be demonstrating their art of percussion in close proximity to the display of the Leeds Branch of the Air Gunners. Since 1941, thousands of air-minded young men have been trained in the ATC with special benefits for those displaying leadership (Jimmy Savile OBE was a member of the Leeds squadron). The ATC is open to boys between 13 and 18 at any of the squadrons in West Yorkshire. Further particulars from: S/Ldr R. Stimson, HQ West Riding Wing, ATC, 389 Leeds Road, Bradford BD3 9LY. Telephone Bradford 667209.

SOUTH YORKSHIRE AVIATION SOCIETY. Formed in May, 1973, the aims of the Society are to foster an interest in aviation and aviation history in South Yorkshire and, since its formation, the Society has been engaged in acquiring items of local and national interest. In February, 1976, a meeting at Nostell resulted in the formation of the Nostell Aviation Museum and the Society now meets monthly, at Nostell, with films, slide shows and talks taking place. There is also a small group in the Society which arranges aviation archaeology "digs". Further information from: Mr. L. Spice, 15 Farndale Road, Scawsby, Doncaster.

SHERBURN AERO CLUB — The old Yorkshire Aeroplane Club was established on January 10, 1926, on a 40-acre field approx. two miles south of RAF Church Fenton. The opening ceremony was performed by the late Air Vice Marshal Sir Sefton Brancker and among the early members was author

CONTINUED ON PAGE 35

YORK RACES



Willie Carson

1981 MEETINGS

JULY 10, 11. AUGUST 18, 19, 20.

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OCTOBER 7, 8, 10.

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GROUND EVENTS (CONTINUED FROM PAGE 32)

Neville Shute Norway. During World War Two, Blackburn Aircraft built Swordfish aircraft (nicknamed "Blackfish") and repaired naval aircraft on the much-developed airfield. Now the headquarters of the Sherburn Aero Club, facilities there include a centrally-heated clubhouse with snack and licensed facilities. There is a radio room, ground study and lecture room and well-equipped flight planning room together with a well-stocked shop selling all manner of pilot aids. The Club operates a fleet of Cessna 150 aircraft for initial PPL training and rental to members. For advanced training and touring purposes there are two Cessna 172s. The club has a large social group which includes some 300 flying members.

RAF CAREERS INFORMATION OFFICE. The Leeds Office will be showing a Vulcan cockpit and aircrew demonstrator along with a Mobile Recruiting Trailer featuring an RAF Supply Visual Display Unit.

MERSEYSIDE AVIATION SOCIETY LTD. Established in 1956 to promote and encourage an interest in aviation, the society now has clubrooms at Liverpool Airport and is established as one of the premier publishers of aviation monographs. At today's show, the society will be selling its household name publications including "Wrecks & Relics", "British Homebuilt Aircraft" and "USAF Serials" as well as some of its more specialised productions. Many facilities are open to society members, including extensive outings to air shows. It also produces two "house" magazines and there is an impressive library in the club room.

SAMUEL SMITH'S OLD BREWERY BRASS BAND formerly known as Sherburn in Elmet Brass Band, will be making one of its early appearances under its new title. The band was formed in 1948 from retiring Boys Brigade members and went on to become the Sherburn in Elmet Old Boys Brass Band before the inclusion of several young ladies led to the dropping of the "old boys". The band has drawn many enthusiastic young players from the surrounding area and has senior and junior sections. In 1980 the band obtained the services of Mr. Philip H. Greenwood as M.D. and his capable conducting and arranging has led to much success in the concert and contest fields.

OTHER GROUND EVENTS — include participation by the North Yorkshire Police; RAFA Eastern Region; Air Britain (Manchester Branch); Army Careers Information Office; Air Yorkshire; The Cheshire Aviation Society; Decramace Ltd., One Acre, Thorpe-in-Balne, Nr. Doncaster (stone facing); Lions Club of Tadcaster (charity stall); Philip Morris Ltd., (Marlboro — sales of cigarettes, lighters, T-shirts etc.); J. C. Nichols & Co., 58 Market Place, Driffield (ladies & gents clothing); Bloom Treymaine Ltd., Saxton Lane, Leeds 9 (household textiles); Campkins of Cambridge (photographic specialists); Stewart Aviation, Sunbeam Works, Disraeli Road, Putney, London SW15 (aviation-related items); Chapel China Works, Otley Road, Baildon (china, glass, fancy goods); Porter District Ladies Committee, Blue Bell Inn, Worrall, Sheffield (tombola); Yorkshire Water Authority (exhibition of Regional Water Authority); Milslides, 106 Selsdon Road, South Croydon, Surrey (general aviation products); Lord Byron Tableware, Lincoln Firth Road, Lincoln (china products, aviation badges, etc.).

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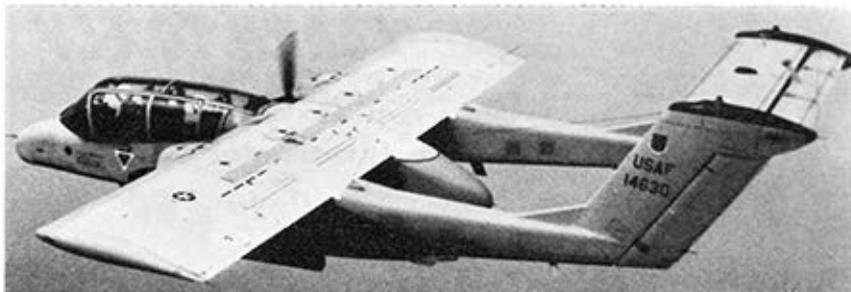
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STATIC AIRCRAFT DISPLAY



NORTHERN GYROPLANE STRUT — The Popular Flying Association has local branches throughout the UK, known as "Struts", and the Northern Gyroplane Strut is exhibiting a number of machines in the Static Aircraft Park. The gyroplane is a machine which belongs under the classification rotorcraft — two fundamental sub-classifications being the helicopter and the autogyro. In the light aircraft field the term autogyro has generally given way to the name gyroplane. The main difference between the gyroplane and the helicopter is that in the former the rotor system is not powered. The free-wheeling (auto-rotating) rotor of the gyroplane is always tilted aft in flight, in this way air coming in from beneath the rotor generates aerodynamic forces that keep the rotor turning and produce lift.

The Northern Strut machines are mainly of the American Bensen B8M type — the only design for which plans and kits are generally available. It is possibly the only design suitable for building at home, being mainly of bolted construction. Members of the Northern Gyroplane Strut, here with their aircraft, will be happy to give details of the machines and of their organisation.



OV-10A — This is the USAF version of the North American Rockwell short take-off and landing aircraft developed under a tri-Service programme.

It can perform many missions, including observation, armed reconnaissance, forward air controller operations, helicopter escort, and limited ground functions.

The aircraft is powered by two Garrett-AiResearch turboprop engines mounted forward on the twin tail booms. The tailplane is mounted high between the fins, and the fuselage is located well forward, between the contra-rotating propellers.

The pilot and co-pilot sit in tandem and have a virtually unobstructed view from the bubble-like "greenhouse" cockpit.

The aircraft has a span of 40ft; length of 31ft 9ins and height of 15ft 1ins. Its two 715hp engines give it a cruising speed of 284mph. Its ceiling is 27,000ft.

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The battle survivability of the A-10 is aided by the pilot being encircled by titanium armour plate which also protects vital parts of the flight control system.

The self-sealing fuel cells are protected with internal and external foam; various parts of the primary structural sections can suffer major damage yet the aircraft will still fly and back-up flight control systems allow the pilot to fly and land the aircraft even if all hydraulic power is lost. It can survive direct hits from armour-piercing and high-explosive 23mm projectiles.

The aircraft can carry a large and flexible combination of non-nuclear ordnance on 11 pylons, eight under the wings and three under the fuselage. These loads can reach as much as 16,000lbs with a partial load of fuel or 10,825lbs with internal fuel tanks full.

Outstanding feature of the A-10, however, is the 30mm seven-barrel Gatling gun which can fire at a staggering 4,200 rounds per minute. The gun fires armour-piercing projectiles capable of penetrating medium and heavy tanks.

The A-10 has a span of 57ft 4ins and a height of 14ft 8ins. It has two General Electric turbofan engines each developing 8,900lbs of thrust and giving a combat speed of 443mph. The aircraft can operate under a 1000ft ceiling with a one-mile visibility. Maximum take-off weight is 46,038lbs.



CANBERRA — The unusual nose outline of the Canberra T.Mk.17 can be clearly seen in this photograph of an aircraft of No 360 Squadron, based at RAF Wyton. This is the only electronic warfare training squadron in the British services and was formed in 1966 as a joint RAF/RN squadron. It is unique in that 25% of both aircrew and groundcrew are Royal Navy personnel, the present OC being Cdr. M. Maddox, RN. The squadron's role is to provide realistic electronic warfare training for all three services, and to NATO forces. The Canberra T.Mk.17 carries a crew of three: pilot, navigator and electronic warfare officer, the latter operating the ECM jamming equipment.

JET PROVOST Mk.3A and Mk.5 training aircraft, as operated by RAF Church Fenton, will be in the Static Aircraft Park.

TIGER MOTH G-ANRF — is the aircraft in which Flt/Lt. David Cyster made his solo commemorative flight from England to Australia in 1978 to mark the 50th anniversary of the first England-Australia solo flight by Bert Hinkler in February, 1928.



DOMINIE — A variant of the Hawker Siddeley 125, the aircraft is powered by two Rolls-Royce Viper 301 engines, each giving 3,000lbs of thrust. It carries 8,000lbs of fuel, has a maximum take-off weight of 21,000lbs and a service ceiling of 42,000ft. The aircraft on show is from No 6 Flying Training School, RAF Finningley, where it is used to train navigators, air engineers and air electronics operators.

BULLDOG — This type of aircraft is used for basic flying training in the Royal Air Force and the aircraft on display belongs to the Yorkshire Universities Air Squadron, based at RAF Finningley. The role of the University Air Squadrons is to provide flying training for full-time university undergraduates and the Bulldog is the ideal machine for the job. A docile aircraft, it is powered by a Lycoming 200hp flat-four engine, giving a maximum speed of 150mph and an economical cruising speed of 121mph. It has a span of 33ft, a length of 23ft 3ins and a height of 7ft 5½ins.



HARVARD A8AEE — Operated by the Aeroplane and Armament Experimental Establishment at Boscombe Down, Wiltshire, this Harvard is one of three used by the Establishment primarily for photo-chase duties or parachuting and supply-dropping duties. It is particularly well-suited for such work by virtue of its speed and range and the ease of photography to either side from the rear cockpit. It is also used for the conversion training of pilots posted to fly the Hurricane and Spitfires of the Battle of Britain Memorial Flight.

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