



# AIR DISPLAY

OFFICIAL  
PROGRAMME

**50P**

**RAF CHURCH FENTON**  
**Sunday 13th June 1982**

Yorkshire

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**EVENING POST**

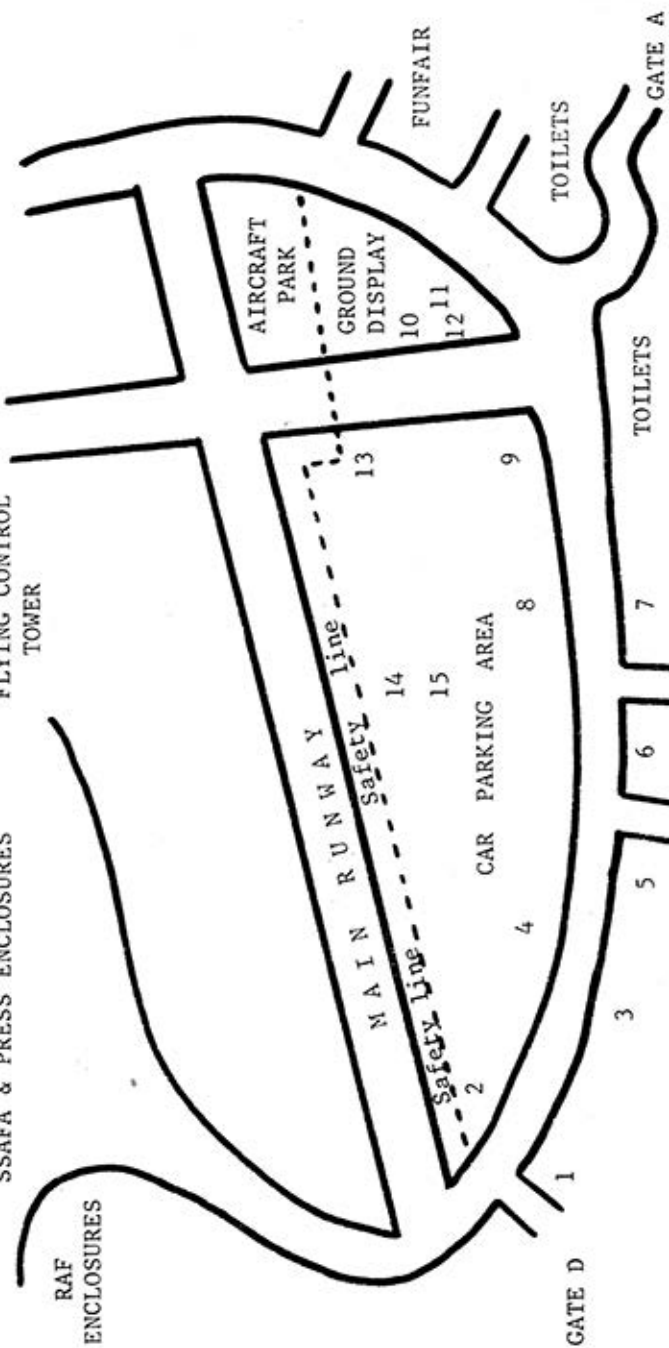
# SSAFA AIR DISPLAY — SKETCH MAP OF RAF CHURCH FENTON (not to scale)

SSAFA & PRESS ENCLOSURES

FLYING CONTROL TOWER

RAF ENCLOSURES

RAF ENCLOSURES



## KEY

- 1 Programme Stall
- 2 Buffet
- 3 First Aid

- 4 Buffet
- 5 Ground Control HQ
- 6 Police HQ
- 7 Disabled Park

## GATE C

- 8 Buffet
- 9 Buffet
- 10 First Aid/Lost Children
- 11 Programme Stall

## GATE B

- 12 Yorkshire Evening Post Stand
- 13 Buffet
- 14 Buffet
- 15 Programme Stall

## GATE A



## THE RED ARROWS

The most famous aerobatic team in the world, in the 17 years since their formation The Red Arrows have presented more than 1,500 displays in the United Kingdom, the U.S.A., Middle East and Europe, and have gained an international reputation for precision, artistry and sheer excitement.

The efforts of all those involved in the 1982 display season are ultimately concentrated on the team of nine pilots on whose skill the reputation of The Red Arrows depends; however, their success is the result of many hours of intensive training backed by dedicated engineering and administrative team work.

As a representative cross-section of squadron pilots and aircrew, they demonstrate the ability and quality of training sought for all officers and airmen in the RAF.

Leader of the team since October, 1981, is S/Ldr. J. Blackwell, who is 32 and comes from Fleet, in Hampshire. He joined the RAF in 1968 and after flying training was posted as a first tour flying instructor on Gnats at RAF Valley. He was then posted to The Red Arrows and flew as No. 5 in the 1975 season.

In 1976 he underwent flying training on the Jaguar and later that year joined No. 54 Squadron at Coltishall. In 1978 he was on an exchange tour to the U.S.A. where he flew A-10s at Davis Monthan Air Base at Tucson. On his return from the U.S.A. he re-joined The Red Arrows.

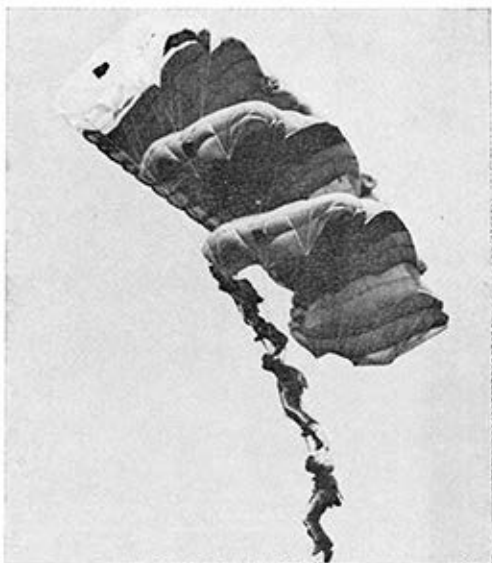
This year the team are making over 100 appearances at points as far afield as the Isle of Man and Hanover; Yeovilton and Regensburg.

### WARNING — CB RADIOS

CB radio transmissions can have an effect on some navigational landing aids and can cause a serious flight safety hazard. Would all owners of CB equipment please refrain from transmitting whilst within the confines of RAF Church Fenton. Broadcasting in such circumstances can be very dangerous.

LAST YEAR'S Air Show raised £31,821 for SSAFA and there were 8,165 cars in the Public Enclosure.

# ROYAL MARINES FREE-FALL PARACHUTE TEAM



The Royal Marines Free-fall Parachute Team is formed from parachutists of the Royal Navy and Royal Marines Sport Parachute Association. They have been jumping at events around the country since 1968 and displays have also been given in Barbados, Bermuda and Singapore.

There are 12 permanent members of the team, based at Royal Marines, Poole, in Dorset, and the team usually jumps from 8,000 ft., depending on air clearance and cloud level. They will be in a free-fall position before opening their main parachutes and you will be able to follow them down by the coloured smoke trails made by the canisters attached to their ankles.

Once the parachutes are open, team members will attempt to link-up with each other and, by using the manoeuvrability of the parachute, it will be possible to make "controlled contact" between two canopies.

The Royal Marines, who demonstrate their skill during this display, have become the country's leading exponents, having built the first British five-man "stack" in September, 1968, followed by the six-man British record in March, 1979.

## FALCON'S 21st ANNIVERSARY

In 1961 a young Flight Lieutenant named Peter Hearn was a parachute jumping instructor at No. 1 Parachute Training School. He and some colleagues at the school had developed a considerable interest in the then relatively new art of free-fall parachuting.

Under his leadership, with effort and enthusiasm, six of the young men formed a free-fall display team called "Big Six". This team continued until 1965 when it was expanded to 12 jumpers, officially adopted by the Royal Air Force, and re-named the Royal Air Force Falcons.

Flt./Lt. Hearn is now Group Captain Hearn and, thanks to his efforts and those of the original "Big Six" the R.A.F. can, this year, celebrate 21 years of free-fall parachuting.

Today they will be making their famous mass descent, aiming to land on two small crosses. The Falcons use the Strato-Cloud main parachute and the Talisman steerable reserve. Both parachutes are carried on the back, which allows the team to get close together during the vital mass-exit sequence from their C-130 Hercules aircraft. Canisters attached to the boots of the Falcons release coloured smoke, enabling spectators to track the team throughout its descent.



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flavour.**

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## THE CLASSIC SEAHAWK

There are aircraft and there are classic aircraft and there is an assured place among the latter for the Seahawk. Today you will be seeing the world's only remaining example of its type, from the Royal Naval Air Station, Culdrose.

A total of 542 Seahawks was manufactured, 38 by Hawker Aircraft Ltd., the remainder by Armstrong Whitworth Ltd., and the majority served with front line squadrons of the Fleet Air Arm. In addition, 104 flew with the Royal Netherlands, Federal German and Indian navies.

Seahawk WV 908 was originally manufactured as an FGA 4 by Armstrong Whitworth at Baginton, Coventry, with the constructor's number AW 6123. Assembled at Bitteswell, it was first test flown on December 31, 1954, by Mr. P. A. Walton.

It was later delivered to RNAS Abbotsinch and from February to November, 1955, the aircraft served with No. 807 Squadron, based at RNAS Brawdy; or was embarked in H.M.S. Ark Royal or H.M.S. Bulwark. In July, 1957, the Seahawk was flown to RNAS Lee-on-Solent for conversion to FGA6 at RNAS Fleetlands.

WV 908 arrived at RNAS Lossiemouth in April, 1958, for service with 806 Squadron but, within three weeks, returned to Fleetlands for airframe repairs brought on by a "wheels up" landing. She later returned to 806 at Brawdy and was withdrawn from front line service in February, 1960, and flown to Abbotsinch for overhaul and storage.

Ten months later she joined 738 Squadron at the Operational Flying Training School and stayed until June, 1962, when she was put into long-term storage. The aircraft then became a systems trainer at RAF Halton and was returned to Culdrose in 1976 for restoration. She made her new "maiden" flight on May 23, 1978—16 years after her last landing—and now carries the colours and insignia of 806 "Ace of Diamonds" Squadron.

Her pilot today is Lt.-Cdr. Ken Lamprey, aged 38, who started flying in 1965 at RAF Linton-on-Ouse. He has operated from the carriers H.M.S. Eagle, Hermes and Ark Royal.

Specifications: Single-seat fighter/ground attack aircraft; Engine—Rolls-Royce Nene of 5,300-lbs. thrust; Length—39 ft. 10 ins.; Span—39 ft; Maximum Speed—560 m.p.h. at 36,000 ft.; Service ceiling—44,500 ft.

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**SPORTS MONDAY** — to-morrow and every Monday: an action-packed pull-out section in the Yorkshire Post. Covers all sports.

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## CHEERING MR. CHURCHILL.

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When Mr. Winston Churchill was motoring through Reading on Thursday night his car ran short of petrol, and was brought to an abrupt standstill immediately opposite the Salisbury Club. He was at once recognised, and the information was speedily conveyed to the members of Mr. Churchill's presence.

In a moment a deputation was appointed to wait upon him, and their spokesman, in the course of a brief conversation, expressed the pleasure the members had in seeing him; also how cordially their support was his in all that he had done during the crisis.

The members, who had by this time taken up a position at the entrance to the club, then gave hearty cheers, followed by the singing of "Rule, Britannia."

Mr. Churchill, evidently well pleased, shortly expressed his thanks, and, with his car replenished with petrol, sped away amidst more cheering.

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*From The Daily Telegraph, 15th August 1914*

**The Daily Telegraph**  
More news then,  
more now.

# WATCH OUT FOR THESE AIRCRAFT



**BATTLE OF BRITAIN MEMORIAL FLIGHT** — the Flight was formed at Biggin Hill in 1957 and then consisted of two Spitfires Mk.16s, two Spitfires PR Mk.19s and a lone Hurricane. In 1958, it moved first to North Weald and then on to Martlesham Heath. During this time, the two Mk.16s were lost in flying accidents and in 1960, when the Flight moved to Horsham St. Faith, it was further reduced by the decision to ground one PR 19 (PS 853). Following the Flight's move to Coltishall, in 1964, it has gradually increased in size to its present strength of seven aircraft. PS 853 was returned to flying condition; a Mk.5 Spitfire (AB 910) was presented by BAC in 1956; a Mk.2 Spitfire (P 7350) joined the Flight at the end of the Battle of Britain film making and the last Hurricane ever produced, (PZ 865), was presented by Hawker Siddeley in March, 1972. The Lancaster (PA 474) joined the Flight in 1973. Pictured here is Spitfire PR Mk.XIX (PM 631).



**HAWKER SEA FURY** — a total of 565 Sea Fury aircraft was built for the Fleet Air Arm up to 1950 and the type gave good service in the Korean war where it was responsible for shooting down several Russian MIG 15s. TF956, taking part in today's show, was the first FB11 type, produced by the Hawker Aircraft Company in 1948. She flew some 200 operational sorties from HMS Theseus and retired from operational service in 1954. Span — 38 ft. 5 ins.; Length — 34 ft. 8 ins.; Height — 15 ft. 10 ins.; Engine — Bristol Centaurus 18-cylinder sleeve valve, air cooled, developing 2,500 hp.

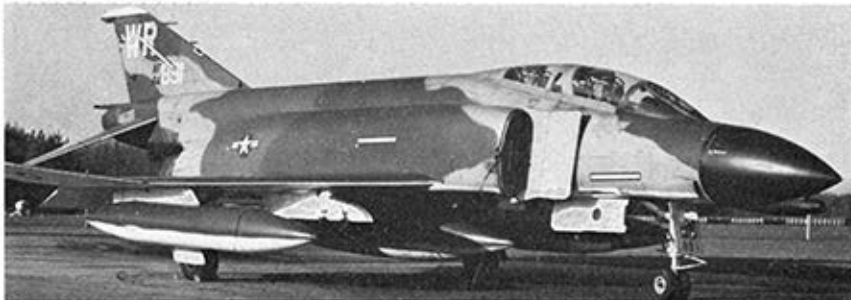
**TORNADO** — is manufactured by Panavia Aircraft GmbH, an international European industrial company formed to design, develop and produce this multi-role combat aircraft. The Tornado is a twin-engined, two-seat supersonic aircraft intended to fulfil six major requirements and the use of the variable geometry wing gives it the necessary ability to achieve this. First prototype first flew on August 14, 1974. Engines — two Turbo-Union RB199-34R-4 turbofans, each rated at 8,500 lbs. thrust and 14,500 lbs. with afterburners; Crew — two on tandem zero-zero ejection seats; Span — 45 ft. 7½ ins.; Length — 54 ft. 9½ ins.; Height — 18 ft. 8½ ins.; Maximum speed — over 1,320 mph.

**VULCAN** — on the point of retirement when the Falkland Isles' crisis developed, it was an aircraft of this type that made the first heavy bombing raid on the Port Stanley runway. The world's first large bomber of delta-wing configuration, the Vulcan was the mainstay of the UK's bomber force from 1957. Span — 111 ft.; Length — 99 ft. 11 ins.; Height — 27 ft. 1 in.; Engines — four Bristol Siddeley Olympus turbojets.

## IN THE FLYING DISPLAY .....



**BRITISH AEROSPACE HAWK** — is a two-seat basic and advanced jet trainer which can be equipped for other roles. The pre-production aircraft (XX 154) first flew on August 21, 1974. Fully aerobatic (as demonstrated by The Red Arrows), the Hawk was intended to replace the Jet Provost, Gnat and Hunter in RAF service for pre-wings and advanced flying training. Engine — one Rolls-Royce/Turbomeca Adour 151 of 5,340 lbs. thrust; Span — 30 ft. 9½ ins.; Length — 36 ft. 7½ ins.; Height — 13 ft. 5 ins.; Maximum speed 620 mph; Service Ceiling — 48,000 ft.



**USAF F-4 PHANTOM II** — is a twin-engine, all-weather, tactical fighter bomber. All F4 models have folding wings for easy aircraft storage and ground handling. The F-4 can operate at speeds of more than 1,600 mph at altitudes close to 60,000 ft. In close air-support missions, it can be flown at minimum level speeds between 150 and 165 mph. These very slow speeds, necessary for short landing field operations, are made possible by use of high-lift flaps and boundary layer control techniques. The USAF has more than 1,000 F-4s in service. Engines — two General Electric turbojets with afterburners (each of 17,900 lbs. thrust on F4E/G). Span — 38 ft. 11 ins.; Length — 58 ft. 3 ins.; Height — 16 ft. 5 ins.; Speed — more than Mach 2 at 40,000 ft.; Ceiling — above 60,000 ft.; Maximum take-off weight — 58,000 lbs.

**USAF F-111** — is a tactical strike aircraft which has variable sweep wings, the angle of which can be changed in flight. Wing angles from 16 degrees (full forward) to 72.5 degrees (full rear sweep) are possible. Wings in full forward position give the most surface area and maximum lift for short take-off and landing. The crew of two sit side-by-side in an air-conditioned and pressurized cockpit module which is also an emergency escape vehicle and survival shelter on land or water. An explosive cutting cord separates the cockpit module from the fuselage then a rocket motor sends it up and away from the aircraft and the module descends by parachute. The F-111's wings and nearly all the fuselage behind the crew module contain fuel tanks and, using internal fuel only, the plane has a range of 5,500 miles. Engines — two Pratt & Whitney turbofans with afterburners; Span — 63 ft. (fully swept back — 32 ft.); Length — 57 ft. 7 ins.; Height — 17 ft. 1 in.; Speed — Mach 1.2 at sea level, Mach 2.5 at 60,000 ft. Ceiling — above 60,000 ft.; Maximum take-off weight — 100,000 lbs.

# AEROBATIC PHANTOM

The solo aerobatic Phantom in today's display is from No. 43(F) Squadron, based at Leuchars where its major role is the maintenance of a 24-hour alert to protect United Kingdom airspace and investigate unidentified aircraft within that area: which means the squadron's crews have had quite a few close-ups of Russian aircraft.

The pilot of the aircraft is S/Ldr. Ray Dixon, in the R.A.F. for 12 years and with nearly 2,000 hours on Phantom. Born in Hartlepool, he is the squadron's weapons instructor.

The Navigator is Flt./Lt. Colin Bond, who has been in the R.A.F. for six years and has 1,000 hours on Phantoms.



Flt./Lt. Colin Bond (left) and S/Ldr. Ray Dixon

Their aircraft has two Rolls-Royce Spey 203 axial flow by-pass turbo-jets, each of 12,250-lbs. thrust (20,515-lbs. in re-heat). The aircraft has a maximum loaded weight of 58,000-lbs. (nearly 26 tons); has a span of 38 ft. 5 ins., a length of 57 ft. 7 ins. and a height of 16 ft. 1 in.

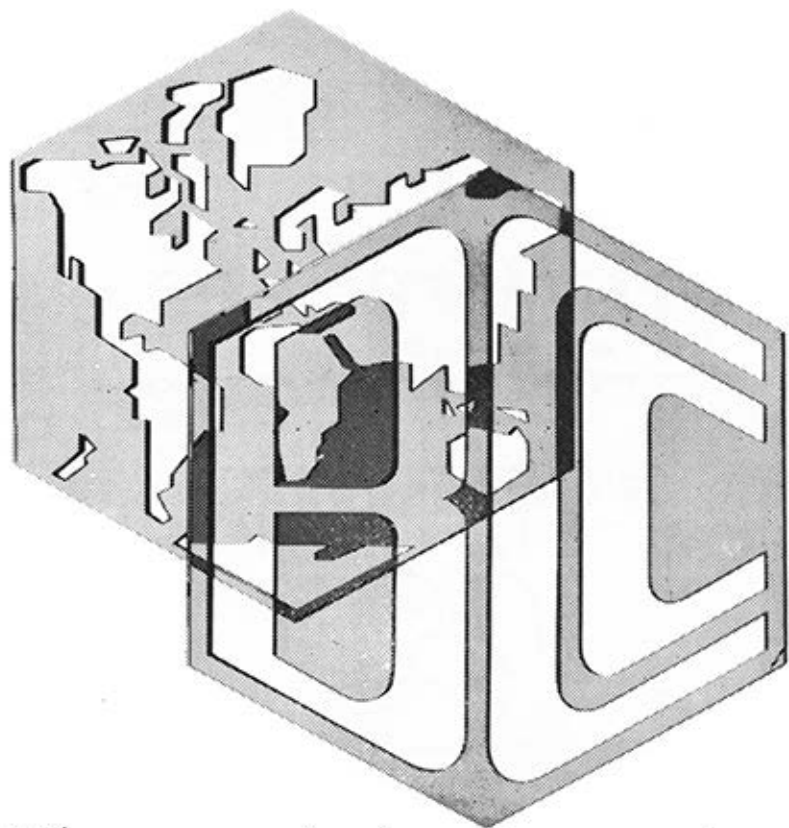
Versatility is the outstanding feature of the Phantom. A well-tested missile platform, with better radar and greater endurance than the Lightning, it has Mach 2 capability and can carry four Sparrow air-to-air radar-guided missiles, four Sidewinder air-to-air infra red missiles, and a 20mm Vulcan gun firing 100 rounds per second

No. 43 Squadron was formed at Stirling in April, 1916, under the command of the then Major Sholto Douglas, who later became Marshal of the Royal Air Force Lord Douglas of Kirtleside.

## 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**



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## YORKSHIRE-BUILT T67A

The days when Yorkshire-built aircraft took up a fair proportion of our flying display are long gone, so we are particularly pleased today to welcome just such an aircraft, even though it does have French origins.

The latest project of Slingsby Engineering Ltd., of Kirbymoorside, is the T67A two-seat aerobatic trainer, developed from the French RF6B which was designed by Rene Fournier.

The T67A is an improved version, utilising a Lycoming O-235-L2A 118bhp engine for better performance. The aircraft also has a larger rudder, giving substantial improvements in handling. A more comprehensive set of instrumentation is offered, including avionics up to full airways standard if required.

Throughout the design and manufacture of the aircraft, the accent is on quality. The result is a two seater with excellent visibility, superb handling, and classic good looks.

Designed for aerobatics, the aircraft is stressed to plus 6g, minus 3g. It is thus very rugged, and highly suitable for initial training. The first 10 aircraft in the series will be manufactured using traditional wood and fabric techniques whilst the company is tooling up for a glass fibre version.

Slingsby have, of course, been leading manufacturers of gliders and sailplanes since the pioneering days of Fred Slingsby in the 1930s.

Specifications: Span - 34 ft. 9 ins.; Length - 23 ft.; Height - 8 ft. 3 ins.; Maximum speed - 113 knots; Range - 342 N. miles; Climb - 810 ft./min.

### 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.

**JOHN WELLINGTON** - the columnist some readers just love to hate. But they also hate to miss him - in the Yorkshire Evening Post.

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## FRENCH-BUILT MESSERSCHMITT!

Take a close look at the Messerschmitt Bf.108 Taifun (Typhoon) of Lindsey Walton: it isn't quite what it seems to be! This particular type was designed by Bayerische Flugzeugwerke A.G. in 1933 and Professor Messerschmitt, technical director of BFW, produced the aircraft to meet R.L.M. requirements for an aircraft to participate in the Fourth International Contest, staged in 1934.

Messerschmitt attained excellent low speed characteristics by the use of slots and slotted flaps and these were accompanied by extreme cleanliness of line in an all-metal stressed-skin structure which combined efficiency with ease of maintenance.

The Bf.108 was regarded as revolutionary and because of the personal unpopularity of Messerschmitt, attempts were made to remove the aircraft from the German contest team. The attempts were unsuccessful and six Bf.108s were manufactured in 1934.

The initial model, the Bf.108A, was powered by a 160 h.p. Siemens Sh.14A radial but this was quickly replaced by a 270 h.p. Argus As.10c inverted Vee air-cooled engine. By 1935, the BFW company had orders for 32 Bf.108Bs. Production of the Bf.108B was transferred from Augsburg to the new Regensburg factory in 1938 and 175 machines were delivered that year. A further 127 were delivered in 1939; 77 in 1940; 59 in 1941 and 58 in 1942 when production ceased.

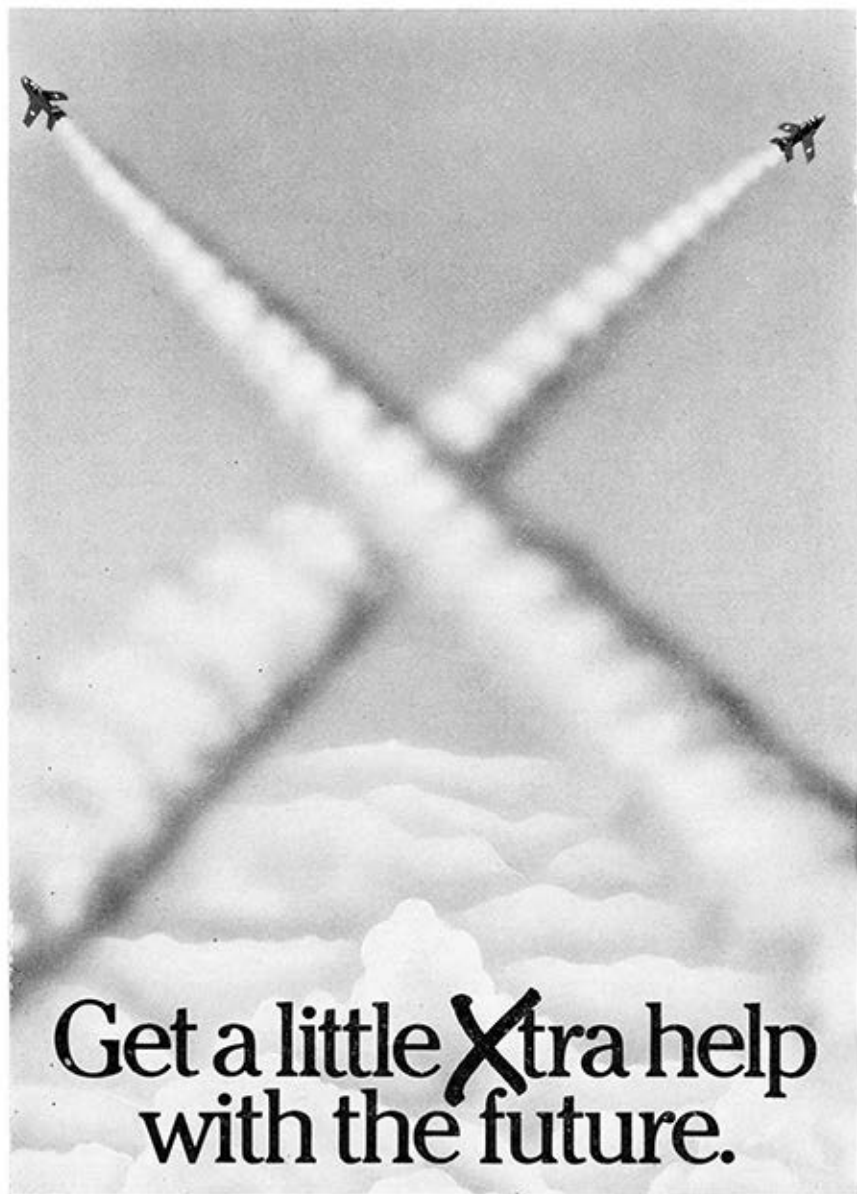
One production batch of 108B models had been delivered when it was discovered that where the fuselage skin joined the wing, it was structurally deficient. It was the sort of weakness that became evident in steep dives and tight turns. Rudolph Hess put on a dazzling aerobatic show with a 108B near Berlin where, to the consternation of the onlookers who were aware of the weakness and his importance, he seemed to court death with every strenuous manoeuvre. On landing, he found that the skin at the junction of fuselage and wing had failed and he was flying a near-crippled machine!

The Bf.108B had a maximum speed of 196 m.p.h., a stalling speed of 47 m.p.h. and a range of 620 miles. Its span was 34ft. 5ins.; length 27ft. 2ins.; and height 7ft. 6½ins. The four-seat Taifun was widely-used by the Luftwaffe during World War Two, mainly in the communications and liaison roles.

As stated above, the aircraft you are seeing today is not quite what it seems: when production ceased at Regensburg in 1942, the jigs and tools were transferred to the S.N.C.A. du Nord in occupied France where a further 285 examples of the type were built during and after the war.

The aircraft in today's show was built in 1945 and, in reality, is a Nord 1002 Pinguine 2, although everyone connected with it refers to it as a Me.108 and it is as near to the original as makes little difference. This particular machine saw service with the Aeronavale, before it was civilianised as F-BGVX at a flying club near Paris. It was imported into the U.K. in 1965 and registered G-ATBG, coming into the hands of Cambridgeshire farmer and aviation enthusiast Lindsey Walton in 1968.

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## MARLBORO AEROBATIC TEAM

All three Pitts Specials of the Marlboro Aerobatic Team are taking part in to-day's show, giving a thrilling display of formation flying and synchronised aerobatics.

Team leader is British Champion Philip Meeson, flying the single seat Pitts S1S; and pilots Nigel Lamb and Phil Symmans are each flying slightly larger two-seater Pitts S2As. During the display they demonstrate many of the manoeuvres that can be flown only by these purpose-built aerobatic aircraft.

The team commence their display with formation loops and rolls before splitting for opposition manoeuvres. As they fly towards each other, the two aircraft have a closing speed in excess of 300 m.p.h. and will be separated by no more than a few feet.

Midway through the display the two formation aircraft separate, leaving the arena to four-time British Aerobatic Champion Philip Meeson, who will demonstrate the spectacular manoeuvres flown in the most modern of sports—competition aerobatics. As he finishes his solo display, he will be rejoined by the team for their finale and salute to S.S.A.F.A.

The Marlboro Pitts Special is built to withstand the extreme stresses of high-speed aerobatics. Constructed of wood, steel and fabric, its biplane design enables it to fly the exciting manoeuvres for which it is famous.

The Pitts S2A is about half the weight of the average family car. It is powered by a 200 h.p. Lycoming engine and has a diving speed of 200 m.p.h. and a cruising speed of 170 m.p.h. It can climb at 2,000 ft. per minute, and has a range of 250 miles.

Philip Meeson's championship Pitts S1S is powered by a 230 h.p. Lycoming. It has a maximum speed of 204 m.p.h., a cruise speed of 160 m.p.h. and a climb rate of 3,000 ft. per minute. Wingspan is 19ft. 6ins. and the length 20ft.

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# Above all.



For further information contact:

Brian Lecomber, Firebird Aerobatics, Elmers House,  
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Telephone 0296 622739

**DUNLOP TYRES** *Going further all the time.*



## DUNLOP PITTS SPECIAL

One of the star attractions in today's display is the aerobatic show of the Dunlop Pitts Special, flown by Brian Lecomber. The tiny biplane will perform manoeuvres such as the Lomcovak, in which it tumbles end-over-end; and the Torque Roll, where it slides down vertically backwards—rolling at the same time!

One of the most advanced aerobatic aircraft in the world, the Dunlop Pitts weighs less than 1,000 lbs. and has a wingspan of only 17½ ft. After a very extensive first season last year—in which Brian flew more than 110 displays—the aircraft was extensively modified and "hotted up".

Among other changes, the original 180 h.p. Lycoming engine was replaced by a tuned 220 h.p. unit. This is an engine normally used on four and five-seat aircraft of twice the size and three times the weight of a Pitts, so it will be no surprise that the biplane's performance is brisk, to say the least. In fact, it is capable of pulling up and performing a complete roll in a vertical climb directly after take-off.

Brian Lecomber, who comes from Wendover, in Bucks, is one of the handful of professional aerobatic fliers in the world. He has led a varied life: at different times he has been a racing mechanic, journalist, flying instructor, wing-walker in a flying circus and a member of a formation aerobatic team. He is also an author of aviation novels, the most recent of which was the best-seller *Talk Down*. He has won several national aerobatic contests, and will be flying the Dunlop Pitts in the next British Aerobatic Championships.

## MIKE'S BIG BALLOON

It is recorded that man first took to the air—by his own design—on November 21, 1783, when a hot air balloon flown by Pilatre de Rozier and the Marquis d'Arlandes flew over Paris for 25 minutes, the intrepid pilots energetically stoking their brazier with straw and twigs to manufacture the necessary hot air.

Fortunately for Mike Snow, proprietor of the Advertising Balloon Company, things have developed quite a bit since then and the twin burners of the "Viva 77" balloon he is flying today are fuelled by liquid propane, making the pilot's job much easier.

"Viva 77" is a 77,000 cubic foot capacity balloon and according to Mike, who specialises in providing helpful information, it is equivalent to the space occupied by two million marshmallows and the burners generate enough hot air to heat 138 four-bedroomed detached houses!

Shipley-born Mike 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 his company offers its clients ballooning by the hour, day, week or year.



## MOVIE STAR MOSQUITO

Now owned and operated by British Aerospace and maintained at their base at Hawarden, Chester, Mosquito T.Mk.III Serial No. RR 299 was one of a batch of 50 T.IIIs built at Leavesden and delivered to the Ministry about March, 1945.

The aircraft then passed through 16 different units, the furthest afield being No. 114 Squadron, at Aden, before being delivered to Hawker Siddeley Aviation at Hawarden in July, 1963. By then it had achieved 1,107 hrs. 50 mins. flying time with the RAF.

It was registered as a civil aircraft (G-ASKH) that same month and later took part in the films "Mosquito Squadron" and "633 Squadron" and was re-painted in wartime camouflage with the fictitious squadron code HT-E. It has retained this finish and marking under special permission for civil registered military aircraft.

The aircraft partakes in a limited number of flying displays each year, helping to raise money for charities and for the Mosquito Aircraft Museum at Salisbury Hall.

The crew today comprises George Aird and Harry Robins. George trained on Tiger Moths and Harvards with the RAF and went on to fly Meteors, Vampires and Venoms. He flew Meteors and Hunters with the famed 111 Squadron and was a founder-member of The Black Arrows, Hunter aerobatic team. He is currently on production testing of the HS 125 at British Aerospace, Hawarden.

Harry Robins has probably handled more exotic aircraft than most pilots on the station today. He served in the RAF from 1937 to 1952, flying Wellingtons, Lancasters, Sunderlands, Harrows, Lysanders and Defiants.

After World War Two he had a tour with No. 282 Squadron, then equipped with the Walrus, Sea Otter and airborne lifeboat-carrying Warwick. He ended his RAF career as he had begun, back with the bombers (No. 90 Squadron), retiring in 1951 to join de Havillands at Chester. He is now Senior Engineer Piston Engines, at the Aircraft Service Centre, where his favourite part-time occupation is maintaining the Mosquito.

## FIFTY UP — AND LOOKING GOOD !

An "old faithful" and ever-welcome event at the SSAFA Show is the appearance of the beautifully-maintained Blackburn B2, built 50 years ago. Carefully preserved by British Aerospace at Brough, East Yorkshire, she will again be flown today by Don Headley, Chief Test Pilot with British Aerospace at Holme-on-Spalding Moor.

Don joined the RAF in 1951 and flew Harvards, Prentices, Meteors, Vampires and Javelins. He joined Short Brothers and Harland on the Royal Navy Civilian Ferry Flight in 1963 and flew Devons, Sea Princes, Sea Venoms, Sea Hawks, Hunters, Meteors, Chipmunks, Sea Vixens and Buccaneers.

These days he test flies Buccaneers and Phantoms but says it is no pain to give up his day off and entertain our air display crowd with this superb biplane, which reveals the real joy of flying. The B2 was designed as a training and touring aircraft and has a metal fuselage with fabric-covered wings and tail. Span is 30 ft. 2 ins.; length 24 ft. 3 ins. and it has a top speed of 122 m.p.h.

# How to guarantee a great career.

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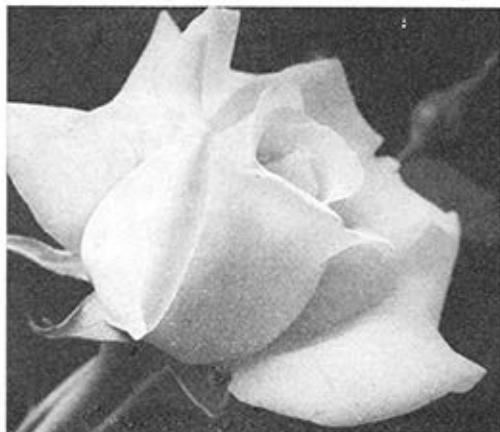
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Cheques to be made payable to R. Harkness & Co. Ltd.

# **THE FAMILY FRIEND**

---

The Falkland Islands crisis has highlighted the worries and fears experienced by the wives and families left behind. Service life brings problems which most civilian families never face — long periods with no news, family postings overseas or worries over schooling as the family moves around. The ex-Service family must adjust again to civilian life, perhaps coping with unemployment, sickness or old age.

SSAFA understands these problems, caring for the families and dependants of all who serve or have served in the Army, the Royal Navy or the Royal Air Force, including Reserves.

Overseas there are professional SSAFA Social Workers and SSAFA Nursing Sisters while in the UK, wherever a family lives, there is always a SSAFA voluntary representative close at hand to offer friendship, understanding or practical help. Last year over 44,000 people brought their worries to SSAFA.

Please help SSAFA's voluntary work by giving generously to the collectors on the Airfield today or by sending your donations to SSAFA, P.O. Box 5, London, SW1H 9BZ.

# 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 41 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 Barratt Agusta helicopter
- 2 Hawk aerobatics
- 3 Dunlop Pitts Special (Brian Lecomber)
- 4 Tornado aerobatics
- 5 Sea Hawk Display
- 6 Marlboro Aerobatic Team
- 7 Sea Fury display
- 8 F4 Phantom II (USAF) flypast
- 9 Messerschmitt Bf.108 Taifun display
- 10 Wessex helicopter display
- 11 Royal Marines Free-Fall Parachute Team
- 12 Vulcan bomber display
- 13 Blackburn B2 display (Don Headley)
- 14 Battle of Britain Memorial Flight
- 15 Phantom aerobatics
- 16 F-111 (USAF) flypast
- 17 Yorkshire Aeroplane Club photographic flight
- 18 Tiger Moth (Steve Lerche and Malcolm Slingsby)
- 19 Falcons Free-Fall Parachute Display Team
- 20 Jet Provost aerobatics
- 21 The Vintage Pair (Vampire & Meteor)
- 22 "Super Cricket" Gyroplane display
- 23 Slingsby T67A display
- 24 Mosquito display
- 25 The Red Arrows
- 26 ABC Balloon (Mike Snow)

# 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 and United States Navy.

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.

1st 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, donors and those who have supported the Display in so many ways.

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

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## FLYING PROGRAMME OFFICIALS

Air Traffic Controller:

Squadron Leader P. E. Miller, RAF

Senior Air Traffic Control Officer, RAF Church Fenton

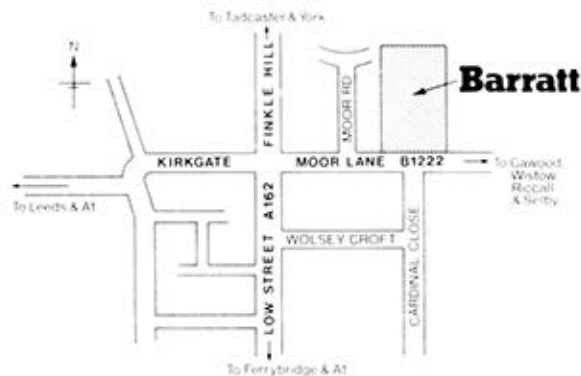
assisted by his control staff

General Commentator:

Allen Rowley, Promotions and Publicity Manager,

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# WESSEX DEMONSTRATION

Detached flights of No. 22 Squadron, RAF, are located at five points around the British coastline (Chivenor, Valley, Leuchars, Leconfield and Manston) and their bright yellow Wessex helicopters are well-known to holiday-makers, although their primary purpose is not to rescue small boys who have foolishly been allowed to float out with the tide on air beds.

They have taken part in a wide variety of rescue operations, involving ships and downed aircraft as well as holidaymakers in distress. To-day's rescue demonstration will be performed by an aircraft of "D" Flight, stationed at Leconfield.

## CATCH A TIGER . . . . .

Put a group of pilots together, whether they be from the Services, civil airlines, executive flying or club pilots and you can bet that, at some stage, someone will say: "I'd love to fly a Tiger again," or "I'd love to fly a Tiger Moth."

Yes, the Tiger Moth is one of that select group of aircraft regarded with total affection by flying men the world over, and we are particularly pleased to be able to welcome a splendid example of the breed to today's show.

De Havilland DH.82A Tiger Moth G-ANON was built by Morris Motors Ltd., at Cowley, Oxford, in 1942 and given the serial number T7909. It served with the R.A.F. until war's end when it was transferred to the Civil Register as G-ANON.

At some stage it was flown across the sea to Ireland where it came under the ownership of R. Corry and D. Harrison, of Holywood, Northern Ireland. Little is known of its experiences over there until it was found derelict in a barn nearly three years ago.

The remains were shipped to England by its new owner, Austin Mercer, of Mercer Pneumatic Tools Ltd., Springfield Works, Moorside, Cleckheaton, who put them into the capable hands of David Fenton, Hornet Aviation, of Brighton, near Selby, who has taken 2½ years to restore the aircraft to its present superb condition. Good as new, in fact, in its exact colours of the 1942 era.

Test flying, proving flights and Certificate of Airworthiness procedures were carried out by Steve Lerche, a former R.A.F. pilot, of Ringwood Drive, Leeds 14. The Tiger is powered by a restored Gipsy Major 1 engine and is fully aerobatic.

A contest in the Yorkshire Evening Post in the weeks prior to the Air Display offered a free photographic flight at today's show to the winner and two companions. Most people who attend the air display have cameras but only a handful can take the picture that most would treasure: a pilot's eye view of the airfield. The winner and companions will fly in a Cessna of the Yorkshire Aeroplane Club, flown by the Chief Flying Instructor, Mr. Alex Webster during the course of the display. The three also get VIP seats in the official SSAFA enclosure and are being entertained to lunch and tea.





## A FAMOUS HELICOPTER

Probably the best-known private helicopter in the country, thanks to its many appearances in cinema and TV advertising, the Barratt Agusta 109A is a high-speed, high-performance, twin-engine machine capable of carrying a pilot and up to seven passengers.

Built in Italy in 1979, the Barratt Agusta was the first of its type to see service in the U.K. and was chosen for its twin-engine safety. It is used virtually every day of the year in its prime role of mobile boardroom.

Specifications: Engines—Two Allison 250-C20Bs; Main rotor diameter—36 ft. 1 in; Fuselage length—35 ft. 2½ ins.; Height—10 ft. 10½ ins.; Internal width—4 ft. 8 ins.

Barratts also operate two Squirrel helicopters; a Cessna Golden Eagle and a Piper Navaho.

---

## METEOR'S LAST APPEARANCE?

Now in their 11th display year and a big favourite with air display crowds, the Vintage Pair might today be seen together at Church Fenton for the last time.

Those who have seen their show before will notice that this year's sequence is less exuberant than usual. This is because the team have to be careful not to subject the aircraft to any more stress than necessary, as they are rapidly running-out of their estimated fatigue life. So, the more gently the pilots treat them, the longer they will be able to continue showing them.

Even so, this is probably the last season for the Meteor, so camera enthusiasts should not miss the chance to take its picture.

The Meteor (T.Mk.7—WF 791) was first issued to the R.A.F. in April, 1951. From 1952 it spent 13 years at various Flying Training Command stations and Maintenance Units. In 1965, after serving three years with CFS, it was moved to Woodvale and then went into storage at Kemble in 1971. It joined the Vintage Pair in 1976.

The Vampire (XH 304) first flew in December, 1955, and is now the last Vampire flying with the R.A.F.

Both aircraft are maintained by the Engineering Wing at R.A.F. Leeming. The full team is made up of four pilots and five ground crew, who are all volunteers and give up much of their spare time—and most weekends during the summer—to delight air show enthusiasts.

---

**JOB HUNTING?** — the Classified section of the Yorkshire Evening Post features the pick of the jobs over a wide area of Yorkshire and beyond.

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## STATIC AIRCRAFT PARK

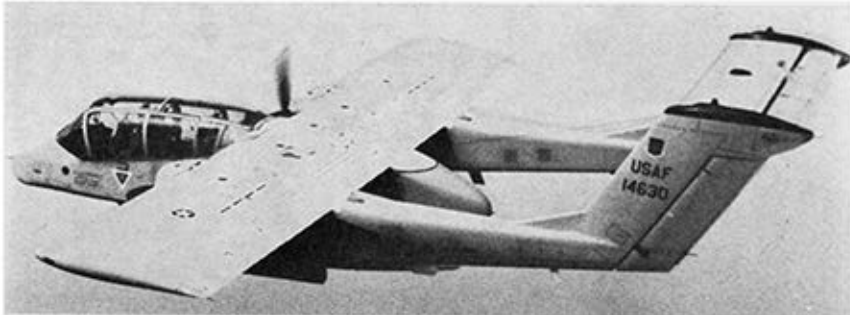


**USAF A-10 THUNDERBOLT II** — this is probably the strongest aircraft on the airfield. Designed specifically for the close-support of ground forces, the A-10 is a simple, effective and very survivable aircraft which can be serviced on and operated from rough bases with limited facilities close to the battle area. The battle survivability of the aircraft is aided by the pilot being encircled by titanium armour plate, which also protects the vital parts of the flight control system. The aircraft can, in fact, take a great deal of battle "hamer" and still go on flying. As for "handing it out" — an outstanding feature of the A-10 is the 30mm seven-barrel Gatling gun in the nose which can fire a shattering 4,200 rounds per minute! The gun fires armour-piercing projectiles capable of penetrating medium and heavy tanks.



**LOCKHEED P-3C ORION** — is used by the U.S. Navy for anti-submarine warfare and is a development of the Lockheed Electra turbo-prop airliner. The P-3C is equipped with a system of sensors built around a Univac digital computer that integrates all ASW information and permits retrieval, display and transmission of tactical data in order to eliminate routine log-keeping functions; thus increasing crew effectiveness. First flight of this version was made on September 18, 1968 and the type entered service in 1969. A total of 143 has been delivered to the U.S. Navy. Engines — four Allison turboprops; Span — 99 ft. 8 ins.; Length — 116 ft. 10 ins.; Height — 33 ft. 8½ ins.; Maximum speed — 473 mph; Service ceiling — 28,300 ft.

**BULLDOG** — the Yorkshire Universities Air Squadron, based at RAF Finningley, is providing a Bulldog which is the aircraft used for basic flying training in the RAF, as well as the university air squadrons whose role is to provide flying training for full-time university undergraduates.



**USAF OV-10A BRONCO** — is an extremely versatile aircraft, used primarily as a forward air controller. Other roles include observation, armed reconnaissance, helicopter escort, limited ground attack, gunfire spotting, target marking and utility functions. The Bronco's two turbo-prop engines are mounted forward of the twin tail booms and the horizontal tailplane high up between the twin fins. The short pod-type fuselage between the twin booms has two large upward opening transparent door panels which give the crew a virtually unobstructed view. Engines — two Garret AiResearch turboprops each of 715hp; Span — 40 ft.; Length — 31 ft. 9 ins.; Height — 15 ft. 1 in.; Speed — 284 mph.; Ceiling — 27,000 ft.; Range — 1,200 miles.

**FOURNIER RF3** — G-ATBP is privately owned and operates from RAF Dishforth. Built at Cap-Tallard, France, in 1962, it was registered in Britain shortly afterwards and has spent all its working life here. It is powered by a 1,200cc Volkswagen engine producing 35 hp and giving a cruise speed of 100 mph at a consumption rate of two gallons of fuel per hour. The aircraft has a range of 350 miles.

**AUSTER J1N** — registered G-AGYD achieved fame on May 6, 1953, when Major Chris Draper flew it under 13 bridges along the River Thames! The aircraft was built in 1943 at Rearsby, Leicestershire, and was originally destined for Army life but in 1946 was modified to J1N standard and went to a civil flying club. The present owner bought it from Thruxton School of Flying in 1978 and it now flies from RAF Dishforth with the Yorkshire Dales Flying Group.

---

## THE SUPER CRICKET

The remarkable little Campbell "Super Cricket" Gyroplane G-AXVK is being flown by Captain John Kitchen, a British Airways TriStar captain who was born in Harrogate in 1934 and attended Clifton House School.

John was in the Fleet Air Arm from 1953 to 1957, flying Fireflies and Gannets. He joined the then BOAC in 1957 and flew Britannias, Comets and VC-10s and now has over 12,000 hours on TriStars.

But when he isn't on the "big stuff" there's nothing he likes better than roaring around on his "aerial motorbike", which he keeps in the barn at home! His display routine is designed to show you what a gyroplane can do and, in particular, to demonstrate how this ancestor of the helicopter has a flying ability that comes between that of the helicopter and a fixed-wing aircraft.

---

**A MODEST INVESTMENT** — on Pick the Spot could bring you an enormous financial gain! Entry coupons appear on Fridays, Saturdays and Mondays in the Yorkshire Post and Yorkshire Evening Post.

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# GROUND EXHIBITORS & STANDS

**609 SQUADRON ASSOCIATION** — A display of historic squadron pictures, including those of pilots who served with the squadron in the Battle of Britain; also squadron records, can be seen on the Yorkshire Evening Post stand.

**CHESHIRE AVIATION SOCIETY** — offer a wide range of aviation-related goods, including postcards and photographs. Instant membership of the Society is available on its stand. For further information, ask at the stand or send a S.A.E. to: the membership secretary: G. Worrall, 385 Cheetham Hill Road, Dukinfield, Cheshire SK16 5LD.

**AIR BRITAIN — MANCHESTER BRANCH** — The branch was formed in 1976 with the object of bringing the benefits of the parent organisation — Air Britain (Historians) — to enthusiasts in the North West. The branch holds regular monthly meetings with guest speakers from all spheres of aviation. Air experience flights and visits to service installations are organised for members. Air Britain and other publications are on sale at the stand today. Further information from: Mr. G. Leese, 12 Fountains Road, Bramhall, Cheshire.

**LEEDS A.T.C.** — members of No. 168 (City of Leeds) Squadron, Air Training Corps, the only squadron in the West Riding Wing of the ATC with a working flight simulator, are exhibiting the simulator and will be pleased to explain its operation.

**RAF CAREERS INFORMATION OFFICE** — 10 Bond Court (Tel. 0532- have a mobile recruiting vehicle in the Public Enclosure and are also showing a Vulcan cockpit.

**STEWART AVIATION** — manufacturers and suppliers of a wide range of safety and interest items for aircraft, pilots and enthusiasts. Embroidered patches, badges, stickers, jewellery, placards, chocks, streamers, leisurewear, posters, films and airband radios. Phone 01-874-5679/7708.

**MERSEYSIDE AVIATION SOCIETY** — Established in 1956 to promote and encourage interest in aviation, the Society has club rooms at Liverpool Airport and is firmly established as one of the premier publishers of aviation monographs. Facilities offered to members include visits to air shows; two "in house" magazines and an impressive library at the club room. Today, the society will be selling its household name publications including "Wrecks and Relics", "British Home-Built Aircraft" and "U.K. Airfield Guide," as well as some of its more specialised productions.

**TIGER MOTH EXHIBITS** — models, photographs, books and other items relating to Tiger Moths in general and G-ANON (T 7909) in particular can be seen on the Yorkshire Evening Post stand.

**AIR YORKSHIRE** — was formed in 1975 and its objective is to promote interest in all aspects of aviation, primarily by organising meetings at the Yorkshire Aeroplane Club and publishing a monthly magazine/news letter. Meetings are held monthly with guest speakers, film/slide shows, competitions etc. Coach and mini-bus trips are arranged to airfields throughout the U.K. Further information from the stand or write to the Hon. Registrar: J. D. Hunt, c/o 13 Silverdale Grange, Guiseley, Leeds LS20 8PX.

**RAF CHURCH FENTON EXHIBITS** (in tented exhibition) — The RAF is especially keen on the use of expedition training to develop leadership qualities, physical fitness and initiative. Displayed is a selection of equipment used for this purpose. There are also some fine examples of the woodworking of Church Fenton enthusiasts and creations by members of the Arts and Crafts Section; also some radio-controlled models built and flown by members of the station's Aeromodelling Club. As for the station's more day-to-day work: there is a sectioned Viper engine, of the type used to power the Jet Provost; and a display showing how a pilot would abandon his aircraft in an emergency, using the Mk. 40 ejection seat, and how he would subsequently use various survival aids.

CONTINUED ON PAGE 39

# Royal Air Force **NEWS**

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## **GROUND EXHIBITORS & STANDS (continued from p.36)**

**CENTRAL SCOTLAND AVIATION GROUP** — the group's sales stand has something for everyone from the interested amateur to the serious enthusiast: books, posters, prints, vinyl stickers, photographs, T-shirts and lots, lots more!

**AVIATION ART PRINTS** — high-quality reproductions of military aircraft paintings by RAF pilot and aviation artist Tim Nolan. All priced under £5, including a pilot's eye view of The Red Arrows' head-on pass, signed by the team's syncro pair pilots.

**TRAFFIC** — official Red Arrows' souvenirs; 80-81-82 Handbooks; posters, patches, car stickers, T-shirts, S-shirts, squadron prints, signed Hawk prints, patches, badges, key fobs, pilot jackets, tankards, coffee mugs, etc.

**CRAFT PRESENTATIONS** — are professional craft workers. On sale are delightful pressed flowers in frames and silverware; brilliant enamels on jewellery, dishes and boxes; a large range of soft toys and decorated ostrich and goose eggs.

**SHERBURN AERO CLUB LTD.** — offers a friendly welcome to all pilots and would-be pilots. Come along and chat to members to see how you can take to the sky — we will be pleased to see you at our stand.

**WORLD WAR TWO Vehicle, Clothing and Equipment Hire Agency** — specialising in genuine ex-Government surplus clothing and ex-Government type clothing: American MA1 type pilot's jackets, camouflage clothing to fit four-year-olds upwards, T-shirts, hats, jump suits, parkas, etc.

**BILL BROOKES AVIATION SALES** — cater for the needs of a wide range of aviation enthusiasts. In addition to the officially-approved Red Arrows' souvenirs, they have everything from postcards and posters to patches and prints, many unobtainable elsewhere. Look for the red sales trailer with the Red Arrows' sign.

**MINI-MOTO** — children's motorcycle rides on Honda 50s. Easy to ride, crash helmets supplied. Great fun on real motorcycles!

**BRITISH TRANSPORT POLICE** — During the past two years British Transport Police have carried out a Rail Safety campaign that has led to the four officers involved visiting 1,000 schools between Grantham and Berwick on Tweed and speaking to 250,000 children. Primarily, they are out to save children's lives by discouraging them from going on to railway lines. Their demonstration vehicle, previously used by railway track gangs and converted by apprentices at British Rail Engineering, York, and re-painted by apprentices and staff at York College of Arts and Technology, contains exhibits provided by many British Rail departments, all too aware of the need to save children's lives.

**NORTH YORKSHIRE POLICE** — are mounting a crime prevention/community relations display, emphasising the measures which can be taken to combat current crime trends.

**OTHER GROUND EVENTS** — include participation by the Military Aircraft Preservation Group, 51 Bleak Hey Road, Wythenshawe M22 5FS; the South Yorkshire Aviation Society, 93 Hallamshire Court, Greenhead Gardens Chapel-town, Sheffield S30 4TL; the Newark (Notts. & Lincs.) Air Museum, 2 Hatchet's Lane, Newark, Notts., NG24 2AF; Tadcaster Branch of RAFA, 11 Church Crescent, Stutton, Tadcaster LS24 9BJ; Yorkshire East Branch of RAFA, 64 Morpeth Street, Spring Bank, Hull HU3 1RF; Bomb the Bridge display game; the Northern Aeroplane Workshops, 8 Greenside Grove, Pudsey, West Yorkshire; and the Lincolnshire Aviation Society, 21 Peel Street, Lincoln.

### **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,  
Promotions Department,  
Yorkshire Evening Post,  
Wellington Street,  
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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 POST STUDIOS—Free colour portrait sitting. LEWIS'S, THE HEADROW, LEEDS — Two £10 gift vouchers. LONRHO TEXTILES LTD. — Continental quilt cover and matching pillowcases. LEN LYONS RECORDS, THORNTON'S ARCADE, LEEDS — Collection of LPs. CITY VARIETIES, THE HEADROW, LEEDS — Box for first night of "Goldilocks and the Three Bears". SINGAPORE AIRLINES — Two return tickets, London-Paris or London-Brussels. JOSHUA TETLEY & SON—Four dozen cans of Tetley Special Pale Ale. HEMINGWAYS DEPARTMENT STORE, HARRISON STREET, LEEDS—Lady's and Gent's watches and Polaroid camera. NATIONAL EXPRESS TRAVEL, EAST AREA — London mini-weekend for two. BEATTIES MODEL SHOP, KING CHARLES' CROFT, LEEDS — Model aircraft kits. WALLACE ARNOLD — Travel bag and umbrella. BRITISH AIRWAYS — Cabin bags. MADELEYS, LEEDS — Five litres of emulsion paint. PHILIPS ELECTRICAL — Voyage LCD alarm clock. DEBENHAMS, BRIGGATE, LEEDS — £25 shopping voucher. JOHN SMITH'S TADCASTER BREWERY — Two dozen cans of bitter and two dozen cans of lager. ALHAMBRA THEATRE, BRADFORD — Tickets for "Cinderella" pantomime. LEEDS CO-OP — £50 shopping voucher. LEEDS ABC FILM CENTRE — Five double tickets. LEEDS ODEON—Six double tickets. LIGHTWATER VALLEY PLEASURE PARK — Four complimentary tickets. YORKSHIRE TELEVISION — Two "Dusty Bins" and Farmhouse Kitchen" books.

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

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