



SSAFA
AIR DISPLAY

50p

OFFICIAL PROGRAMME

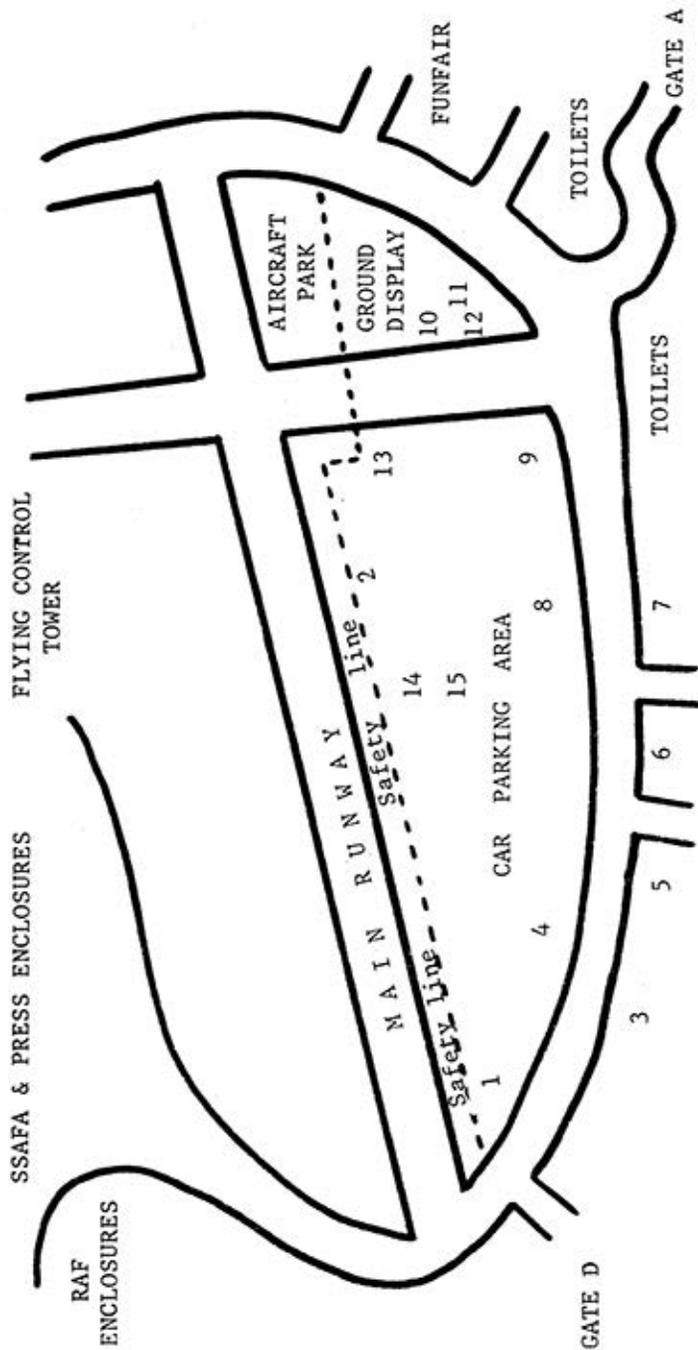
RAF CHURCH FENTON
Sunday 12th June 1983

Yorkshire

Sponsored by the

EVENING POST

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



- 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**

SSAFA's 21st AIR DISPLAY AT R.A.F. CHURCH FENTON

Welcome to the 21st SSAFA Display to be staged at RAF Church Fenton. This is the 34th SSAFA Display (most of the others were staged at the then Yeadon Airport, now better-known as the Leeds and Bradford Airport).

This is the 25th SSAFA Display to be sponsored by the *Yorkshire Evening Post* and, during the time of the newspaper's connection with the event, getting on for £250,000 has been raised for the Services' charity.

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THE RED ARROWS' TEAM EFFORT

So incredible are the performances put on by The Red Arrows—the world's best military aerobatic team—that the memory most people have of them is that of sheer excitement; coloured smoke trails interlaced with clouds and the occasional whiff of jet fuel as the Synchro Pair cross in front of spectators.

Many people tend to forget that the type of aircraft used by the Arrows—the British Aerospace Hawk—one of which is pictured here, is basically a training machine: because the Arrows have turned it into something quite magical.



Spectators at any air display can vary from a select audience of professional aviators, to members of the public in their thousands out for an afternoon's entertainment. To cater for as broad an audience as possible, a good formation aerobatic display must be a successful blend of sequences both professional and spectacular.

No matter what difficulties arise, the team must always display to the best possible advantage. The leader will assess the prevailing weather conditions to decide how the terrain and any obstacles could affect the show, and on his judgment, the type of display will be selected.

Formation aerobatics are not an end in themselves, but the Service pilot—particularly the air defence pilot—must be proficient in the art, and display flying is a logical progression of this skill.

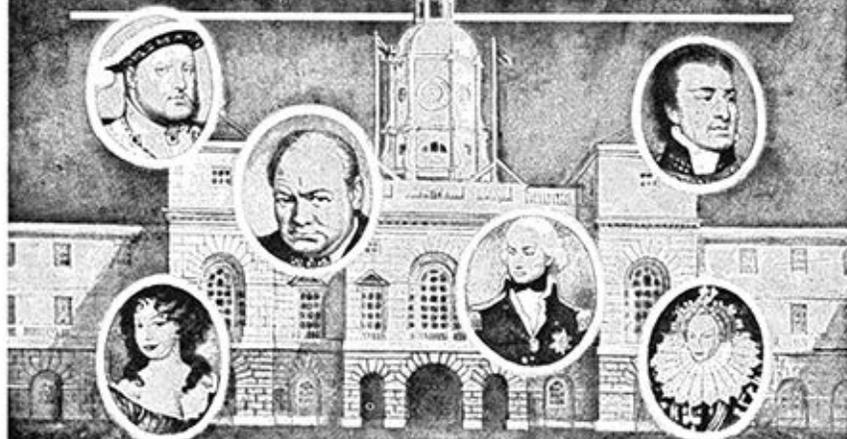
The first steps into the restricted world of tight formation flying are taken by aligning an aircraft with that of the leader. The forming pilot then concentrates his reactions and energies into following the leader's smallest changes, in fact his aircraft soon becomes an extension of the leader's.

To this basic pair other aircraft are gradually added, both on the wing and in line astern and so the formation is slowly built up, each succeeding outside position requiring more concentration to accept the enlarged movements up and down the line. Now the leader begins aerobatic manoeuvres and appears to fly the whole team as one.

Throughout he must always fly smoothly and accurately, whilst positioning his manoeuvres within the confines of the display site. This accurate station keeping is achieved solely by the pilots' judgment, and this expertise comes only with constant practice.

The Red Arrows have three basic display sequences and it is essential that each of these sequences is memorised in full by the leader and all forming pilots, for from the commencement of the display until completion some 15 minutes later, there are more than 15 formations, two dozen formation changes, five solo synchronised items and upwards of 30 smoke "on" and "off" calls!

THE HEART OF THE NATION



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SSAFA

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ROYAL DANISH AIR FORCE

Taking part in the SSAFA display for the first time is a General Dynamics F-16 of the Royal Danish Air Force. It is due to fly in during the early part of the day and will be on view in the Static Aircraft Park.

The first prototype YF-16 first flew on February 2, 1974 and a level speed of Mach 2 at 40,000 ft. was first achieved on March 11 that year. The F-16A (single seat fighter) and F-16B (two-seat fighter/trainer) are identical in general dimensions.



The span is 31 ft; length overall 49 ft. 5 ins; height 16 ft. 8½ ins. and that big intake under the cockpit leads to a single Pratt and Whitney F100-PW-200 turbofan engine rated at 25,000 lbs. s.t. with afterburning.

On June 7, 1975, a joint announcement by four NATO countries, including Denmark, confirmed their selection of the F-16 to replace F-104s, the Danes initially ordering 58 of the type.

The F-16 has a maximum external load capacity of 15,200 lbs. and a maximum take-off weight of 35,400 lbs.

CHURCH FENTON PILOT'S SUCCESS

Only a matter of days ago, Flt/Lt. Chris Topham (26), of RAF Church Fenton, established himself as one of the RAF's top aerobatic pilots by winning the coveted Wright Jubilee Trophy.

The trophy was presented to the RAF Association in 1953 to commemorate the 50th anniversary of powered flight. Every year, pilots from Support Command's flying units compete for the trophy by flying a five-minute low-level aerobatics sequence which is judged for presentation, continuity, content and execution.

This year's competition, which included entrants from five stations flying Hawk and Jet Provost aircraft, was held at the Central Flying School, RAF Leeming, before a panel of judges which included the Commandant of CFS, Air Commodore "Kip" Kamble. Also present was Air Chief Marshal Sir John Aiken, President of RAFA, who later presented the Trophy to Flt/Lt. Topham in the Officers' Mess.

Flt/Lt. Topham, who joined the RAF in 1978, is a graduate of Bristol University where he read mechanical engineering. He has served for two years as a flying instructor and won his place in the Wright Jubilee Competition by winning the Wormald Trophy—Church Fenton's own aerobatics' prize.

He will now be Support Command's Aerobatics Display Pilot and will appear at various air shows this year.

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PACESPIRIT IS GOODE

Richard Goode is renowned as an aerobatic pilot, but rumour has it that he has never been so good as when he is at the controls of the Pacespirit.

The aircraft takes its name from Pace Petroleum Limited, Britain's largest independent supplier of petrol, whose executive chairman is Mr. Victor Gauntlett, who is also chairman of Aston Martin.

The Pacespirit was built in Britain with the aim of producing the world's best aerobatic aircraft. The technology and components have come from various parts of the world, but the design and manufacture have been carried out totally in England on behalf of pilot Richard Goode.

The fuselage and basic concept of the plane is based on the Laser 200 which Leo Loudenslager flew to victory in the 1980 World Aerobatic Championships. The layout of the aircraft is totally symmetrical, the wing being in the middle of the fuselage, having neither sweepback, incidence or dihedral.



The wing was designed in the computer centre and wind tunnel of Aero-spatiale, in France, and is the first scientifically-designed aerobatic wing ever produced, being totally symmetrical in section.

The ailerons stretch the entire trailing edge of the wing, giving the aircraft a quite unbelievable rate of roll. The engine is a four-cylinder Lycoming, highly-modified to produce 270 h.p. and equipped with inverted fuel and oil systems, and driving a constant speed propeller.

Span of the aircraft is 25 ft; length 19 ft; maximum speed is 300 m.p.h., rate of roll is over 300 degrees per second; rate of climb is 3,000 ft. per minute.

Richard Goode, director of a London Management Consultancy, has been flying for 10 years and concentrating on aerobatics for the last eight. He came fourth in the British Aerobatic Championships of 1978; second in those of 1979. He was with the British team in the 1980 World Championships in the U.S.A. and was Captain of the team for the European Championships in 1981 and the World Championships in 1982.

It was in that last championship, in Austria, that he put up an astonishing performance in the Pacespirit, and, if you will pardon the pun, we expect him to put on no less a spirited performance today in the aircraft that is so aptly registered: G-OODO.

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MARLBORO'S FINE SMOKE

It isn't every day that you see aircraft flying toward each other with a closing speed of more than 300 m.p.h.—yet the trio of fliers that forms the Marlboro Aerobatic Team is used to such heart-stopping action.

Piloting the tiny Pitts Special bi-planes, Philip Meeson, Nigel Lamb and Phil Symmans are accustomed to flying at odd angles—sometimes separated by only a few feet.

Their aircraft are specially-built for aerobatics, allowing them to carry out perfectly-synchronised loops and rolls.

Team leader Philip Meeson will give a solo display half-way through their performance, demonstrating a series of exciting manoeuvres, many of which helped him to become four-times British Aerobatic Champion.

He needs perfect judgment to carry out such precision aerobatics: which means spending hours practising along with Nigel and Phil when not taking part in competitions or displays.

A former R.A.F. pilot, Philip first won the British Championship in 1978. He has also represented Great Britain at European and World Championships since 1975 and captained the British Team which went to the World Aerobatic Championship in the U.S.A. in 1980.

Nigel Lamb is an ex-Rhodesian Air Force pilot and joined the team in early 1981. Phil Symmans is an ex-fighter pilot who joined the team after a tour flying McDonnell Douglas A4K Skyhawks with the New Zealand Air Force.

Because of the high stresses involved in aerobatic flying, the team's Pitts Specials are tremendously strong, although they total only about half the weight of the average family car.

The two-seater Pitts S2A is powered by a 200 h.p. Lycoming engine. It has a maximum diving speed of 200 m.p.h. and a cruise speed of 170 m.p.h. It can climb at a rate of 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 engine. It has a maximum speed of 204 m.p.h., a cruise speed of 160 m.p.h., a rate of climb of 3,000 ft. per minute and a range of 200 miles. The wingspan is 19 ft. 6 ins. and the length 20 ft.



DELICATE STOMACHS BEWARE!

Not many people have tried accelerating from zero to 200 m.p.h. in five seconds, but aerobatic pilot Brian Lecomber, 37, is used to the feeling. Flying a Dunlop Pitts Special, Brian will be demonstrating a series of manoeuvres which are not recommended for those with delicate stomachs!

Among them will be gyroscopic rolls, where his plane tumbles end-over-end. In another exciting piece of action, the machine falls vertically backwards!

His Pitts Special is probably the most advanced aerobatic aircraft in the country, weighing less than 1,000 lbs. when empty and with a wingspan of only 17½ ft. The 220 h.p. engine is more normally used in four or five-seat executive aircraft of more than twice the size and weight of the Pitts. The plane is capable of climbing vertically to 1,000 ft. immediately after take-off and can perform a complete roll in just over one second!

During his first display season, in 1981, Brian did more than 100 shows. He comes from Wendover, Bucks, and has won several national aerobatic contests. He will be flying the Dunlop Pitts in the next British Championships.

An author of novels based on flying, Brian had a best-seller with his last book: *Talk Down*. He has also been a motoring journalist, a chief flying instructor in the Caribbean and a member of a formation aerobatic team.

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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ARMY AIR CORPS GAZELLE

The Gazelle is a single-engined light helicopter and serves with the British Army throughout the world. Built by Aerospatiale in France and Westlands in Britain, the five-seat helicopter was introduced into service in 1973.

It has a variety of roles including observation and reconnaissance, which are probably its major tasks in the Army Air Corps. It can reach an area quickly, and with a good view its crew can pass on information rapidly. The Gazelle can also be used to direct artillery fire on to a target or to move commanders around the battle area quickly. It may also be used for airborne radio relay or for casualty evacuation.

Although it is only big enough to take one stretcher case or three walking wounded, the helicopter's speed gives an added advantage. Urgently-needed supplies or ammunition are also likely to be carried by the Gazelle, along with small patrol groups. It can take a load of up to 600 kg (1,360 lbs) internally or 500 kg (1,103 lbs) externally.

The Gazelle can be used for photo-reconnaissance and night illumination of targets etc. with the "Nitesun" spotlight. Powered by an Astazou 600 s.h.p. engine, it has a sea-level maximum speed of 194 m.p.h. and a normal cruise speed of 144 m.p.h.

FREE FALL EXPERTS

The Royal Marines Free-Fall Parachute Team is made up of 12 members who are all volunteers. Based at Royal Marines Poole, in Dorset, the team usually jumps from 12,000 ft., depending upon conditions. They adopt a free-fall position before opening their main parachutes. Coloured smoke canisters attached to their ankles will allow you to follow their descent.

The members will try to link together once their parachutes are open, using canopy controls to guide themselves toward each other. They use advanced parachutes which need expert handling to steer into the small landing areas often used by the team.

Members join the team for a minimum of two years, before which they go through a year's intensive training, including eight weeks in the United States.

Lieutenant Mike Wills, from Farnham, Surrey, is team leader, and since their formation in 1968 the team have given hundreds of displays both at home and abroad. Last year they won a major parachuting competition—the British National Canopy Relative Championships, and went on to represent Britain at the world championships in France.

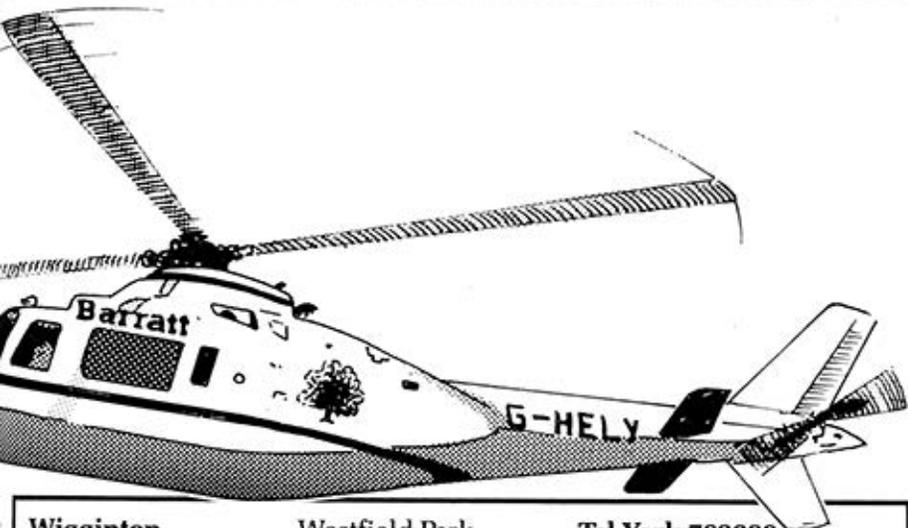
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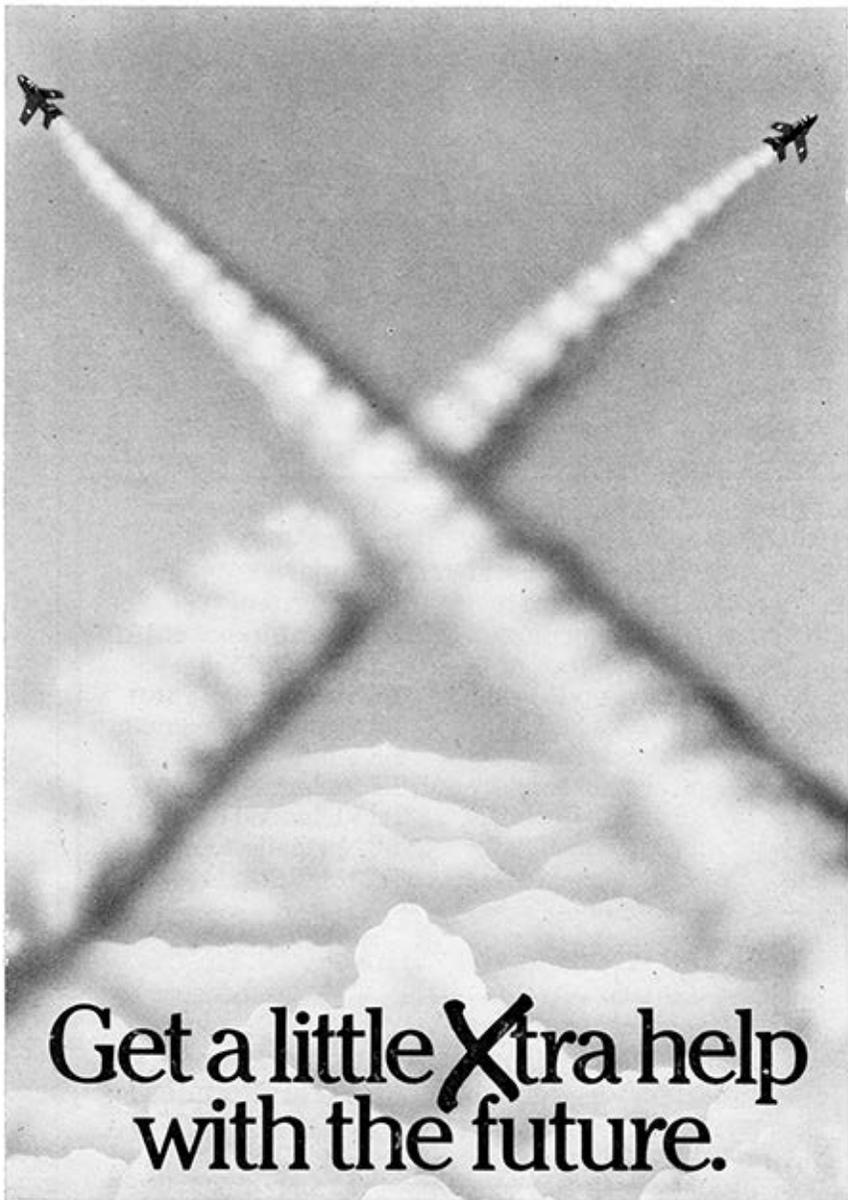
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CONCORDE MAN SLOWS DOWN

Out of 368 Piston Provosts manufactured by the Hunting Percival company, G-AWPH is one of only three remaining in the United Kingdom, which seems amazing considering that, not so very long ago, such aircraft featured regularly in the SSAFA show.

Built in 1953, G-AWPH was used by the Empire Test Pilots School at Farnborough for pilot training before being sold to John Bradshaw in 1968. He had the aircraft overhauled and repainted in its present colour scheme.

The aircraft is powered by an Alvis Leonides nine-cylinder radial engine of 560 b.h.p. and has a top speed of 290 m.p.h. It is fully aerobatic and has a cruise speed of 170 m.p.h. at 11,000 ft., with fuel consumption running at 20 gallons per hour. During aerobatics this rate goes up to 40 gallons. The range of the plane is around 300 miles.

Pilot John Bradshaw is a Senior Captain flying British Airways' Concorde. During earlier service with the R.A.F. he led a team of de Havilland Venoms in Germany, and also won a Brabyn Trophy for advanced level jet aerobatics.



FAMOUS TELE-CHOPPER

Well-known to television audiences through its many appearances in Barratt house commercials, the Augusta 109A is a high-speed, high-performance, twin-engined helicopter with a capacity for seven passengers.

The machine was built in Italy in 1979 and was the first of its type in service in the United Kingdom. Primarily, it was chosen for its twin-engined safety and it is used regularly as a mobile boardroom.

The Augusta is powered by two Allison 250-C20B engines and its main rotor diameter is 36 ft. 1 in. The helicopter's length is 35 ft. 2½ ins.; height 10 ft. 10½ ins. and internal width is 4 ft. 8 ins.

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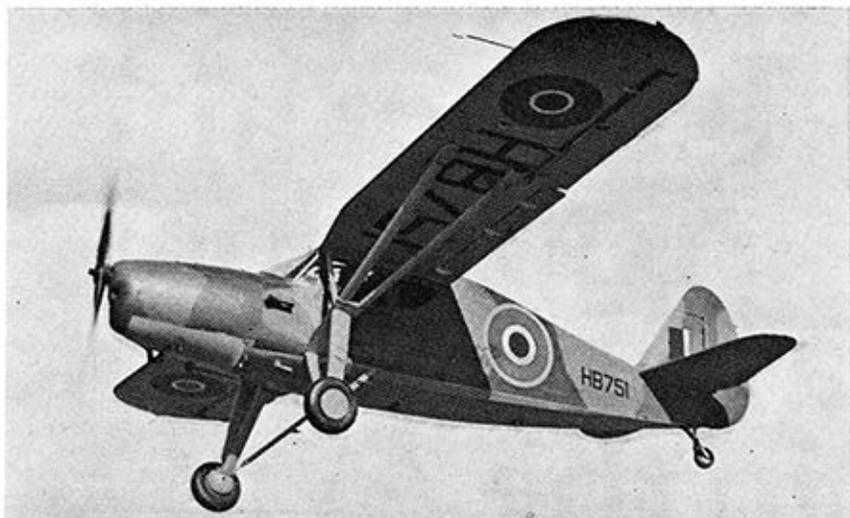
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MUCH-TRAVELLED FORWARDER

Fairchild Forwarder G-BCBL (HB751) was built in Hagerstown, Maryland, U.S.A. and rolled out in June, 1944. It was the military version of the Fairchild 24, introduced in 1934.

When supplied to the R.A.F. under lease, the type was re-named the Argus. The aircraft here today was shipped to Britain in August, 1944, when it was allocated to the Air Transport Auxiliary for communications and air taxi work.

Because it was supplied to Britain under the Lend-Lease Act, the aircraft was officially returned to the U.S. Forces in Britain in 1947. It re-surfaced in Switzerland 10 years later and then went on to the German register.

In 1970, the Forwarder was re-registered once again, this time in Belgium, before returning to Britain in 1974. It was bought by the publishers of *After the Battle* magazine (Battle of Britain Prints International Ltd.), in 1977, and has now been restored in authentic R.A.F. wartime colours by Cliff Lovell, of Light Plane Services.

METEOR STILL IN SIGHT!

In last year's programme we recorded that 1982 might see the last appearance of the Meteor T.Mk.7 of The Vintage Pair. It was then estimated that it was rapidly running-out of its estimated fatigue life. Happily, strength has been found for the twin-jet to carry on, and we welcome it once again with its partner, Vampire T.Mk. 11.

A Meteor was the first jet aircraft to enter operational service with the R.A.F.—in August 1944 in operations against V1 flying bombs. A training version of the Meteor, the T.Mk. 7, was the first jet trainer in R.A.F. service and the Vintage Pair's own Meteor, WF 791, first flew in 1951.

The Vampire T11 was also an advanced training aircraft with the R.A.F., being developed from an operational fighter. The team's Vampire—XH 304—first flew in December 1955, and is the last of its type flying with the R.A.F.

The Vintage Pair team was formed in 1972 and is currently based at R.A.F. Leeming, North Yorkshire. The team is made up of four pilots and five ground crew, who are all volunteers. They give up their spare time and most weekends during the summer to delight air show enthusiasts. This year they will appear at over 50 events.

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FINE RECORD OF RESCUES

The yellow-painted helicopters of "D" Flight, No. 22 Squadron R.A.F., often seen by Yorkshire's seaside visitors, have established an excellent record in the field of search and rescue for, since the Flight was formed in 1957, a total of 1,446 people have been saved.

The Wessex Mk. 2 being demonstrated today is based at Leconfield where the Flight's machines are on permanent standby 24 hours a day, 365 days a year.

When the Flight was first formed, it was equipped with Bristol Sycamore helicopters which were replaced by Whirlwinds in 1960 and the twin-engined Wessex in August, 1981. The Wessex has a range of 230 miles and can lift up to 15 survivors.

The aircraft is being flown today by Flt/Lt. John Sutherland, who was runner-up at the international heli-meet at Middle Wallop last July and was selected to meet H.M. The Queen and provide a flying display for her at RAF Coltishall last month.

DON'T GET TOO NEAR !

At no time before, during or after the flying display should members of the Public attempt to approach the runway. Aircraft will be landing and taking-off from approximately 10.00 a.m. to 7.30 p.m. The Public are asked to keep within the roped-off area and particularly to ensure that children are not allowed to wander near, or on to the runway.

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From Flanders to the Falklands, the Soldiers', Sailors' and Airmen's Families Association has stood by the Service families left behind, beset with the inevitable worries and fears of separation. 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 has to adjust to civilian life, perhaps coping with unemployment, sickness, old age or bereavement — SSAFA is never far away.

SSAFA understands these problems, caring for the families and dependants of all non-commissioned and commissioned ranks who serve or have served in the Armed Forces and their Reserves.

Overseas there are uniformed professional SSAFA Social Workers and Health Visitors to care for the Service families. While in the UK, there is always one of the 6,000 SSAFA voluntary representatives 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 donation 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 43 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 The Marlboro Aerobatic Team
- 2 Barratt Augusta 109A helicopter
- 3 Tornado demonstration
- 4 The Royal Jordanian Falcons
- 5 Pacespirit aerobatics (Richard Goode)
- 6 Wessex Search & Rescue demonstration
- 7 Blackburn B2 demonstration
- 8 Gazelle helicopter demonstration
- 9 Jet Provost Aerobatics
- 10 USAF F-111
- 11 Royal Jordanian Air Force F-5 display
- 12 Yorkshire Universities Air Squadron Bulldogs
- 13 Battle of Britain Memorial Flight
- 14 Fairchild Forwarder demonstration
- 15 Sea Fury display
- 16 Piston Provost display
- 17 Buccaneer demonstration
- 18 Dunlop Pitts aerobatics (Brian Lecomber)
- 19 Dominie advanced navigational trainer
- 20 Royal Marines Free-Fall Parachute Team
- 21 Hawk display
- 22 Slingsby Firefly display
- 23 The Vintage Pair
- 24 The Red Arrows
- 25 Anglian Window Centres 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 Royal Danish Air Force.

The Royal Jordanian Air Force.

The United States Air Force and United States Navy.

The Royal Jordanian Falcons.

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

The GOC, Headquarters North East District.

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

Officer Commanding, Royal Air Force, Church Fenton, and all Ranks.

Royal Air Force Provost and Security Services.

1st Battalion Yorkshire Volunteers.

REU, RAF Henlow.

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 M. F. Bennison, 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.

The Performing Right Society for waiving music royalty charges.

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 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,
Yorkshire Post Newspapers Ltd.

MAGNIFICENT MEMORIAL

The Battle of Britain Memorial Flight was formed at Biggin Hill in 1957. It then consisted of two Spitfire Mk16s, two Spitfire PR Mk19s and a lone Hurricane. In 1958 the Flight moved, first to North Weald and then on to Martlesham Heath. During this time the two Mk16s were lost in flying accidents.

In 1960 the Flight moved to Horsham St. Faith and whilst there was further reduced in size by the decision to ground one PR19 (PS 853). In 1964, the Flight was again moved—to Coltishall—and since then 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)—pictured here—was presented by BAC in September, 1965; a Mk. 2 Spitfire (P 7350) joined the Flight at the end of the "Battle of Britain" film and the last Hurricane ever produced (PZ 865)—also pictured here—was presented by Hawker Siddeley in March, 1972.

Lancaster PA 474 from Waddington joined the Flight in November, 1973. In March, 1976, the Flight moved to its present base at Coningsby, Lincolnshire, and is now one of the RAF's established display teams. With the exception of the Flight Commander and 13 groundcrew, all the rest of the members are volunteers on secondary duties.



UNITED STATES NAVY P-3C ORION

For the second year in succession we are delighted to welcome a U.S. Navy P-3C Orion to the Static Aircraft Park. The P-3C is a patrol type Anti-Submarine Warfare aircraft carrying equipment to detect, identify, track and destroy all types of enemy submarines.

The P-3C differs from its predecessors by the inclusion of an integrated ASW avionics system (ANEW), DIFAR and digital communications systems.

Primary differences between the P-3C weapons system and the earlier P-3B system lies in the area of systems, "human engineering", reliability and maintenance. The improvements in reliability and maintenance have resulted in much higher availability of aircraft.

The systems and "human engineering" improvements permit the weapons system to be employed at a higher level of effectiveness by the average fleet crew. Overall, the P-3C is better-equipped to allow its crew to classify, localise, and attack effectively.

Prime contractor for the P-3C aircraft is the Lockheed Aircraft Corporation, of Burbank, California. The aircraft has a length of 116 ft. 10 ins; a span of 99 ft. 8 ins; height 33 ft. 9 ins; speed 324-392 knots; range 2,003 nautical miles and a ceiling of 30,000 ft.



YORKSHIRE-BUILT BUCCANEER

Strong enough, as the late Robert Blackburn might have said, to have flown through a brick-built outhouse, the Yorkshire-built Buccaneer—last of the long line of aircraft built by Blackburns for the Royal Navy (and since claimed by Hawker Siddeley and British Aerospace)—the sturdy twin-jet Buccaneer has stood the test of time.

The first flight of the type was on April 30, 1958, and both the Royal Navy and the South African Air Force were delighted with the strength of this Humber-side-built product that contains some massive pieces of metalwork.

Most Royal Navy S-Mk2 Buccaneers were later transferred to the RAF to be designated S-Mk2A (without Martel missile capability) or S-Mk2B (with Martels).

Today's Buccaneer will come in low and fast—550 knots at 300 ft.—with S/Ldr. Rick Willey (36) at the controls and Flt/Lt. Tony Francis in the navigator's seat.

S/Ldr. Willey joined the RAF in 1965 and has over 2,000 hours on Buccaneers in the maritime, overland (in Germany) and training roles. He is now Chief Flying Instructor with the Buccaneer Operational Conversion Unit. He was born in Huddersfield and educated at Bradford Grammar School.

Flt/Lt. Francis joined the Royal Navy in 1965 and flew Buccaneers from HMS Victorious, Hermes, Eagle and Ark Royal. He left the Navy and joined the RAF in 1982.



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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ROYAL JORDANIAN FALCONS

Appearing for the first time at a SSAFA display are the Royal Jordanian Falcons — the formation demonstration team of Alia, The Royal Jordanian Airline, specially-formed to represent Jordan at international aviation events. The Falcons are symbolic of the progress of aviation in Jordan, and exemplify the high standards of airmanship that have been reached by pilots in the Arab world.

Although the history of the Royal Falcons is relatively short, their accomplishments have been significant. Since their first international appearance at Doha, Qatar, in November 1978, they have presented their precision formation demonstration to over three million spectators in Europe and the Middle East.

The Royal Falcons operate as a highly-specialised department of Alia, and the team's headquarters is at Amman International Airport. The team's year begins in October, at the end of their summer tour season. The display aircraft are then thoroughly inspected and, if necessary, reconditioned.

Try-outs for new pilots are announced and applicants for maintenance positions interviewed. All personnel are hired on a full-time basis and hold no other jobs. In keeping with the concept of the Royal Falcons as representatives of their country, all new staff must be Jordanian citizens.

The Royal Falcons intercontinental tour schedule normally begins in June and requires months of preparation. Working closely with Alia, the team plans its itinerary to correspond with the airline's route network.

Lacking long-range capability, the team's Pitts S-2S display aircraft are dismantled and air-freighted to a location convenient to the first scheduled air show of the season for assembly, and for test flights.

Aside from their international recognition and demand as established performers, the Royal Falcons are involved in furthering aviation interest at home.

They have taken their display to all points of Jordan, often landing in the desert in order to meet their audience. As guest-lecturers at Jordanian schools, the Royal Falcons introduce aviation to the children of the country, encouraging careers in the industry.



THE SWINGING F-111

The USAF F-111 tactical strike aircraft features an escape "capsule" which can be ejected from the plane's main fuselage in the event of an emergency. Air bags cushion the impact when the capsule parachutes to the ground and also help it to float if landing on water.

The F-111 has been based in Britain now for several years and has become a familiar sight to aviation enthusiasts with its variable-sweep wings, attached to the fuselage with pivot pins. A pilot can fly the plane from slow approach speeds to supersonic at sea level by moving the wings to various positions—the F-111 can reach more than twice the speed of sound above 60,000 ft.

An automatic terrain-following radar system flies the aircraft at a fixed height from the Earth's contours and its radar system guides it through valleys and over mountains day or night, regardless of weather conditions. If any of the system's circuits fail, the F-111 automatically flies to a safe height. Nearly all the fuselage behind the crew, plus the wings, contains fuel tanks and using internal fuel alone, the plane has a range exceeding 2,500 miles.

Engines—Two Pratt and Whitney turbofans with afterburners. Dimensions: wingspan (spread)—63 ft., fully swept back—32 ft.; length—75 ft. 7 ins.; height—17 ft. 1 in.; ceiling—above 60,000 ft. range—more than 3,100 nautical miles with external tanks.

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SPEEDS IN EXCESS OF MACH 2

The Tornado GR1 is capable of speeds in excess of Mach 2 and has been produced as a collaborative venture by Great Britain, Germany and Italy.

There are two versions: the interdictor strike (IDS), seen here today, and the Air Defence Variant (ADV) which is due to enter service in 1985. Although all three nations operate the former, only the R.A.F. will fly the Air Defence Variant.

It is an all-weather combat aircraft which can carry a variety of stores and weapons, and the two-seat swing-wing Tornado also has nuclear strike capability. It is powered by two Turbo-Union RB 199 engines and can carry laser guided bombs and Sidewinder missiles, amongst other weaponry.

Today's Tornado comes from the Tornado Weapons Conversion Unit (TWCU), which was formed in January 1982, for R.A.F. aircrews on Tornado squadrons.

Display pilot is Squadron Leader David Symonds, 32, who was born and educated in Sussex. He joined the R.A.F. in 1968 and has flown Buccaneer, Hunter and Hawk aircraft. He is Chief Weapons Instructor for the TWCU.

Navigator is Flight Lieutenant Stephen Parkinson, 31, who joined the R.A.F. in 1973. Born in Middlesbrough, he has completed two flying tours on Buccaneers and is now an instructor navigator at the TWCU.

ANGLIAN WINDOW CENTRES' BALLOON

It is almost 200 years since man first took to the air—in a hot air balloon on November 21, 1783—but two centuries later this form of air travel is still going strong.

The Anglian Window Centres balloon is operated by the Advertising Balloon Company of Colne, and has a capacity of 56,000 cubic feet.

Flown by ABC chief executive and pilot, Michael Snow, the N-56 type balloon was manufactured by Camerons of Bristol.

The envelope is made from rip-stop nylon similar to that used for yacht spinnakers and the basket was made from traditional willow by the Blind Institute.

The balloon is heated by liquid propane and consumes a pound in weight of gas per minute. In flight, it weighs 2½ tonnes, is 60 feet high and 50 feet in diameter.



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HAWKER SEA FURY first flew in February 1945, and won export orders stretching from Cuba to Iraq. It is believed to be the fastest single piston-engined plane to have seen combat, and the type gained an enviable reputation in the Korean war, where one was shot down at least one MIG 15 jet fighter. Powered by a Bristol Centaurus 18-cylinder sleeve valve radial engine, the Sea Fury has a maximum speed of 500 m.p.h. Its engine generates 2,480 h.p. and drives a Rotol five-bladed propeller. The aircraft in today's display was built in 1946, entering service the following year. TF 956 was the first FB 11 type and she flew 200 operational sorties from H.M.S. Theseus before being retired in 1954. She was re-purchased by Hawker Aviation in 1963, when restoration work was begun, and the plane was offered to the Fleet Air Arm Historic Flight in 1971 and brought up to flying condition in 1973.



HAWKER SIDDELEY DOMINIE—is a twin-jet advanced navigation trainer. It entered R.A.F. service in 1965 and 20 were built to military specifications. The Dominie is now flown by No. 6 Flight Training School, at R.A.F. Finningley, and is also used for training engineers and air electronics operators. Specification: span—47 ft; length—47 ft 5 ins; height—16 ft; weight—loaded 21,000 lbs; maximum speed—480 m.p.h.; cruising speed—415 m.p.h.; service ceiling—40,000 ft; range—1,200 nautical miles.

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.



BEAUTIFUL BLACKBURN B2

The day Tony Hudson was born, the aircraft he is piloting today had been flying for 11 years yet, at 51, the Blackburn B2 is still immaculate and the pride of British Aerospace at Brough, East Yorkshire.

Tony, who is the company's executive pilot at Brough, and in his regular occupation flies its Dove aircraft, is a former R.A.F. pilot who joined the Service from school and went on to fly Jet Provosts and Victors.

Married, with three sons, he lives at Pocklington and his main hobby is home computers "and a little tennis".

No computer will be required to fly the B2, of course, for this grand old lady of the skies practically flies herself. The type was designed as a training and touring aircraft, with a metal fuselage and fabric-covered wings and tail. Span is 30 ft. 2 ins; length 24 ft. 3 ins, and she has a top speed of 112 m.p.h.

YORKSHIRE AEROPLANE CLUB

The Cessna 152 aircraft of the Yorkshire Aeroplane Club in today's show will be flown by Mr. Alex Webster, the club's chief flying instructor.

Established in 1909, the club is based at Leeds-Bradford Airport and is open seven days a week throughout the year. Its main purpose is to teach people from all walks of life how to fly.

The aircraft appearing today is used for training, but besides its two seaters, the club also has four-seater aircraft which can be made available for touring and business trips.

As well as flying, the club holds many social functions. New members are always welcome and a 'phone call to Rawdon 503840 will bring you all the information you need to know about the fascinating business of learning to fly.

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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GROUND DISPLAYS & EVENTS

POPULAR FLYING ASSOCIATION — several gyroplanes owned by members of the Association are included in the Static Display. The Gyroplane is a flying machine which comes under the classification of Rotorcraft and is distinguished from the helicopter in that its rotor system is not powered. The freewheeling (autorotating) rotor of a gyroplane is always tilted aft in flight, in this way air coming from beneath the rotor generates aerodynamic forces that keep the rotor turning and produce lift. It has no tail rotor and the gyroplane is pushed through the air by an engine-driven propeller. It is very much a STOL aircraft, its landing run being as little as five yards and take-off run up to 300 yards. The Popular Flying Association Gyroplane Division has "Struts", or branches, throughout the country and further information can be obtained from members on the airfield or from Mr. Vernon W. Kelk, Northern Gyroplane Strut, 7 Amberton Road, Gipton, Leeds LS8 3AJ; or Mr. Vincent Whitehead, Lancashire Gyroplane Strut, 6 Hornby Street, Oswaldtwistle, Accrington, Lancs.



NEWARK (NOTTS & LINCS) AIR MUSEUM LTD.—has grown steadily since its formation in 1963 and is now one of the largest privately-organised museums in the U.K., with 28 aircraft on permanent display to the public. The collection is based on the World War Two airfield at Winthorpe, two miles north-east of Newark, and is open on Saturdays and Sundays throughout the year. To-day, the Museum is displaying scale models of its aircraft collection, the pride of which is Vulcan XM 594 which joined the Museum in February this year.

THE AIRCREW ASSOCIATION—was formed in 1978 and now has a membership approaching 5,000, with branches throughout the U.K. and members worldwide. Membership is open to all serving and ex-serving members of H.M. Forces—Navy, Army and Air Force—who have been awarded a Flying Badge in an Aircrew Category; as well as to Commonwealth and Allied aircrew. The White Rose (York) branch welcomes all enquiries from ex-aircrew at its stall in the Public Enclosure.

No. 2434 (CHURCH FENTON) SQUADRON, AIR TRAINING CORPS—is again helping out at this year's display. The squadron is running a collection and manning a stall and hopes to raise over £700 for SSAFA. The Squadron parades at its Church Fenton headquarters on Monday and Friday evenings between 7.30 and 9.30 p.m. and welcomes enquiries about membership from boys over 13.

AIR YORKSHIRE—was formed in 1975 for the benefit of aviation enthusiasts of all ages. Its aim is to promote interest in all aspects of aviation, mainly through meetings at the Yorkshire Aeroplane Club, Leeds/Bradford Airport, and by publishing a monthly magazine. Meetings are held on the first Sunday of each month and annual events include pleasure flying, a recognition contest, a quiz on aviation knowledge and a photographic competition.

Continued on Page 37

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GROUND DISPLAYS & EVENTS—(Continued)

BRITISH TRANSPORT POLICE — are attending with their exhibition vehicle and showing a film entitled "Robby" which is aimed at children and deals with safety on the railway. Each child who sees the film gets a certificate bearing his/her fingerprint.

AIR BRITAIN, MANCHESTER BRANCH — was formed in 1976 with the aim of bringing the facilities of its parent association, Air-Britain, to the North West. Regular monthly meetings are held with speakers from all branches of aviation. The branch has a monthly newsletter, "Manchester Eagle", and organises coach outings to aviation events. The full range of Air-Britain publications and other aviation-related items are on sale at the stand.

ROYAL AIR FORCES' ASSOCIATION — The Yorkshire (Eastern) Region has a stand on the airfield and all proceeds raised there will go to the Association, which is the largest Service and Ex-Service Association of its kind in the Commonwealth. It maintains, with ample justification, that no-one who has served with the Royal Air Forces will go to the Association, when in need of help, without everything being done to ensure that his (or her) difficulties, whatever they may be, are resolved.

WEST YORKSHIRE AIR RECOVERY GROUP — was formed in March, 1982, and all members are aviation enthusiasts of several years' experience. Main aim of the Group is to see the establishment of an air museum in Yorkshire as a lasting memorial to the thousands of aircrew who flew on operations from the county. Another aim is to find, list and investigate the numerous aircraft crash sites in Yorkshire. Various items are on display at the Group's stand.

UK ATOMIC ENERGY AUTHORITY STAND — objective information on all aspects of electricity generation by nuclear power reactors is available. A model of a reactor, some fuel elements, and a demonstration of radio-activity and its detection can be seen. Scientists and engineers are available to answer questions.

CAMPKINS CAMERA CENTRE — sell all makes of films, cameras, binoculars, telescopes, shooting sticks and walking aids on their stand. Further details from: Campkins Mobile Camera Shop Units, 11 Rose Crescent, Cambridge (Tel: 0223-51791). Letters should be marked for the personal attention of Mr. T. R. W. Howell or Mr. Douglas Robinson.

YORKSHIRE WATER AUTHORITY — See how your supply of water is obtained, purified and delivered; and how domestic and industrial wastes are treated and cleansed . . . all illustrated by working models. Discover what the functions, responsibilities and problems of your water authority are, and what you are getting for your money.

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Continued on Page 39

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GROUND DISPLAYS & EVENTS—(Continued)

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PHILIP W. HALL'S AMUSEMENTS — One of the oldest families of amusement caterers, Philip W. Hall's Amusements are featured in the trade section of the show. A selection of amusements, stalls, kiddies rides etc., or a complete fairground can be supplied for any event. Contact: 47 Alghita Road, Skegness, Lincs. Tel: Skegness 3484.

TRAFFIC — is offering information and a wide range of souvenirs relating to the Red Arrows Aerobatic Team; donating a percentage of all profits to RAFA. Items on sale include posters, button badges, stickers, patches, T-shirts, sweat shirts, china and glass.

MERSEYSIDE AVIATION SOCIETY—was formed in 1956 to promote and encourage interest in aviation. The Society has club rooms at Liverpool Airport and is renowned as one of the premier publishers of aviation monographs. Facilities offered to members include extensive trip programmes to air shows; two "house" magazines and an impressive library. Today the Society will be selling its household name publications: *Wrecks and Relics*, *British Home-built Aircraft* and *U.K. Airfield Guide* as well as some of its more specialised productions such as *Under B Conditions* and *History of R.A.F. Woodvale*. In addition, monographs from other publishers will be available as well as posters, photographs and stickers.

Continued on Page 41

YORKSHIRE UNIVERSITIES' AIR SQUADRON

The formation of four Bulldogs in today's show is from the Yorkshire Universities Air Squadron, based at R.A.F. Finningley, and the aircraft are being flown by S/Leader Dennis Barber (38) who previously flew Vulcans and Beverleys; Flt/Lt. Iain Davidson (34), previously on Vulcans and Varsities; Flt/Lt. Dickie Adams (55), who flew Hunters, Meteors and Vampires; and Flt/Lt. Ian Chalmers (54), who was on Hunters, Meteors and Whirlwinds.

The Bulldog is a single-engined basic trainer powered by a Lycoming four-cylinder 200 hp engine. Seating for the crew is side by side and 32 gallons of fuel give the aircraft an endurance of three hours under normal training conditions.

University Air Squadrons are formed on a regional basis to give flying training to full-time undergraduates studying for a recognised degree. The main tasks are to attract entrants of good calibre and learning into the R.A.F. by providing flying and general training for R.A.F.V.R. members; and to administer and supervise R.A.F. University Cadetship holders of all branches to encourage their motivation towards the Service and their development as junior officers.

VR student pilots complete 65 hours flying during their two year membership. Most flying is done at weekends in term time and at flying training camps during vacation periods.

Following their first solo flight, the flying syllabus includes aerobatics, navigation and an introduction to instrument flying. The third year syllabus includes formation flying and low level navigation.

HAWK DISPLAY

The Hawk solo display aircraft in today's show is being flown by Flt/Lt. Charlie McLroy, who is presently based at RAF Valley, where he is a Qualified Flying Instructor at No. 4 Flying Training School.

He joined the RAF straight from school, in 1975, and flew Lightnings with No. 5 Squadron, based at RAF Binbrook, for two years before being assigned to instructional duties at RAF Valley.

The Hawk is used by the RAF both as an advanced flying aircraft and as a weapons trainer. Students first learn to fly the Hawk at Valley, which is responsible for all fast jet training in the RAF. During their time there, students learn such skills as low-level navigation and formation flying.

The Hawk is a pleasant aircraft to fly and its safety and reliability are outstanding. Although only a training aircraft, it possesses fighter type performance and manoeuvrability. It has a top speed of 550 knots, a service ceiling of 50,000 ft. and a range in excess of 1,000 nautical miles.

It can be equipped to carry a variety of weapons, including cluster bombs, air-to-ground rockets, 30 mm cannon and Sidewinder air-to-air missiles.

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GROUND DISPLAYS & EVENTS — (Continued)

SOUTH YORKSHIRE AVIATION SOCIETY — celebrates its 10th anniversary this year. Formed at Doncaster, it has monthly meetings (on the second Wednesday) and has a small museum/workshop with a collection of small aircraft, engines and many parts. Of particular interest is its history of 616 (South Yorkshire) Squadron which flew Spitfires during the Battle of Britain. For further details contact: N. Ginniver, 7 The Row, Church Lane, Carlton-in-Lindrick, Worksop.

CENTRAL SCOTLAND AVIATION GROUP — one of the largest amateur aviation societies in Britain, it has been in existence since 1965. Members get a monthly magazine—*Scottish Air News*—containing a vast amount of information relating to aviation activity in Scotland and Northern England. Among the items on sale at its stand is *Scotland Scanned*, the most comprehensive book on Scottish airfields, airline fleets etc. Further information from Mr. A. McGeoch, 15 Guffoch Road, Kirkconnel, Dumfries-shire DG4 6QQ.

CHESHIRE AVIATION SOCIETY — are selling aircraft-related publications, including their own very popular booklets: *Across the Atlantic* and *Aircraft radios and Airways*, plus a varied selection of coloured postcards, black and white photographs, stickers, novelties and toys.

OTHER TRADERS with stands on the airfield today include: Mini-Moto, Tingley Mills, Bridge Street, Morley (children's motorcycle rides); Catering Equipment Supplies, Holly House, 15, Keighley Road, Crosshills, Keighley (kitchen gadgets); Bloom & Tremaine, Saxton Marsh, Marsh Lane, Leeds (household linens); M. H. W. Models, 46, Haworth Road, Crossroads, Keighley (model aircraft kits); Yorkshire Cottage Industries, 46, Prescott Street, Halifax (sheepskin clothing); MacDee, 4-8, Market Arcade, Halifax (fitted kitchen mobile display); D. Bradbury, 87, Sutherland House, Purcell Avenue, Nun-eaton (novelties and clothing); Lord Byron Tableware, Lincoln Expo, Firth Road, Lincoln (aviation memorabilia and tableware); Craft Presentations, 20, Cumberland Avenue, Intake, Doncaster (arts and crafts); Peter Carroll, The Residence, The Drive, Countesthorpe, Leics. (motor cycle rides); Belt & Bag Co., Bakewell Road, Loughborough, Leics. (accessories); Sherburn Aero Club, Lennerton Lane, Sherburn in Elmet; Selby & District Round Table, Glenholme, 131, Leeds Road, Selby (community activities); D. Townend, 5, Old Saltburn, Saltburn by Sea (fishing and shooting equipment); Cold Shield Windows, Hough Lane, Bramley, Leeds (double glazing).

ROYAL JORDANIAN AIR FORCE

At the time our programme went to press, full details of Royal Jordanian Air Force participation had not arrived. However, it is believed that three F-5 jets have been scheduled to take part in today's programme, with the backing of a C-130 support aircraft.

The Northrop F-5E was selected in November, 1970, by the U.S. Government as the winner of a competition to determine the single-seat fighter which was to succeed Northrop's F-5A.

The F-5E places emphasis of manoeuvrability rather than high speed. It has full span leading edge flaps, working in conjunction with trailing edge flaps. The first F-5E was rolled out on June 23, 1972 and first flew on August 11, that year. It has two General Electric J-85-GE-21A turbojet engines, each rated at 5,000-lbs. s.t. with afterburning.

The F-5F is a tandem, two-seat version of the aircraft which can carry a wide range of armaments. Customers for the F-5 series include the USAF, US Navy, Brazil, Chile, Kenya, Iran, South Korea, Switzerland and, of course, Jordan.

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TODAY'S PRIZE LIST

The organisers gratefully acknowledge the generosity of those donating the following prizes:

JOHN SMITH'S TADCASTER BREWERY — Four dozen cans of bitter. DEBENHAMS, BRIGGATE, LEEDS — Suitcase and shoulder bag. BEATTIES OF LONDON, KING CHARLES STREET, LEEDS—Model aircraft kits. LEWIS'S THE HEADROW, LEEDS — Bottles of wine. YORKSHIRE TELEVISION — Cookbooks, games, tickets to recordings, toys. WALLACE ARNOLD TOURS LTD. — Travel bag and umbrella. YORKSHIRE POST NEWSPAPERS LTD.—Yorkshire items including tea, biscuits and sweets. YORKSHIRE POST STUDIOS — Colour portrait sitting. PHILIPS ELECTRICAL — Portable radio and Beach Club 1000 hairdryer. NATIONAL TRAVEL — London mini-weekend for two. ODEON CINEMAS, THE HEADROW, LEEDS—10 double tickets, T-shirts, LP recordings and film books. BRITISH MIDLAND AIRWAYS — Two free return tickets Leeds/Bradford – Heathrow. LIGHTWATER VALLEY PLEASURE PARK — Free entrance tickets. HEMINGWAYS DEPARTMENT STORE, HARRISON STREET, LEEDS — Brass wall clock. BRITISH AIRWAYS—Travel bags. CITY VARIETIES MUSIC HALL, THE HEADROW, LEEDS — Box for five for "Robin Hood" pantomime. LEEDS CO-OP—Fidelity clock radio. LONRHO TEXTILES LTD. — Matching Continental quilt and pillow cases. JOSHUA TETLEY & SON LTD. — two dozen cans of bitter and framed picture of the Tetley horses. ABC CINEMAS, VICAR LANE, LEEDS—10 double tickets.

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.

YORK RACES 1983

Date	Principal Races	Time 1st Race
Friday 8th July	Lin Pac Handicap	2.10 p.m.
Saturday 9th July	John Smith's Magnet Cup	1.30 p.m.
Tuesday 16th August	Benson & Hedges Gold Cup	2.00 p.m.
Wednesday 17th August	Tote-Ebor Handicap	2.00 p.m.
Thursday 18th August	William Hill Sprint Championship	2.00 p.m.
Wednesday 31st August	Gilbey Champion Racehorse Futurity	2.00 p.m.
Thursday 1st September	Fernedge-Garrowby Stakes	2.00 p.m.
Wednesday 5th October	United Dominions Trust Handicap	2.00 p.m.
Thursday 6th October	Green Howards Trophy	2.00 p.m.
Saturday 8th October	Coral Bookmakers Sprint Trophy	1.30 p.m.

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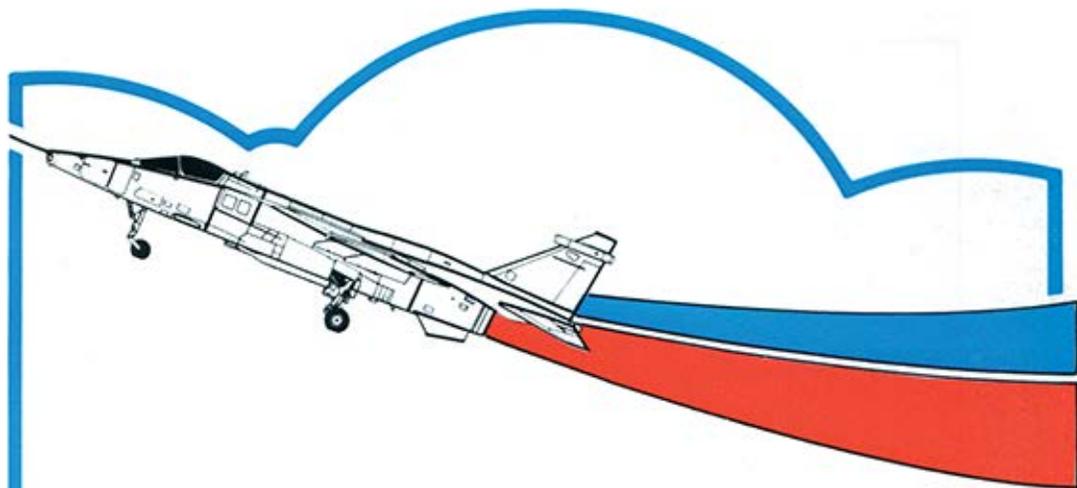
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