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**AIR
DISPLAY**

60p

OFFICIAL PROGRAMME

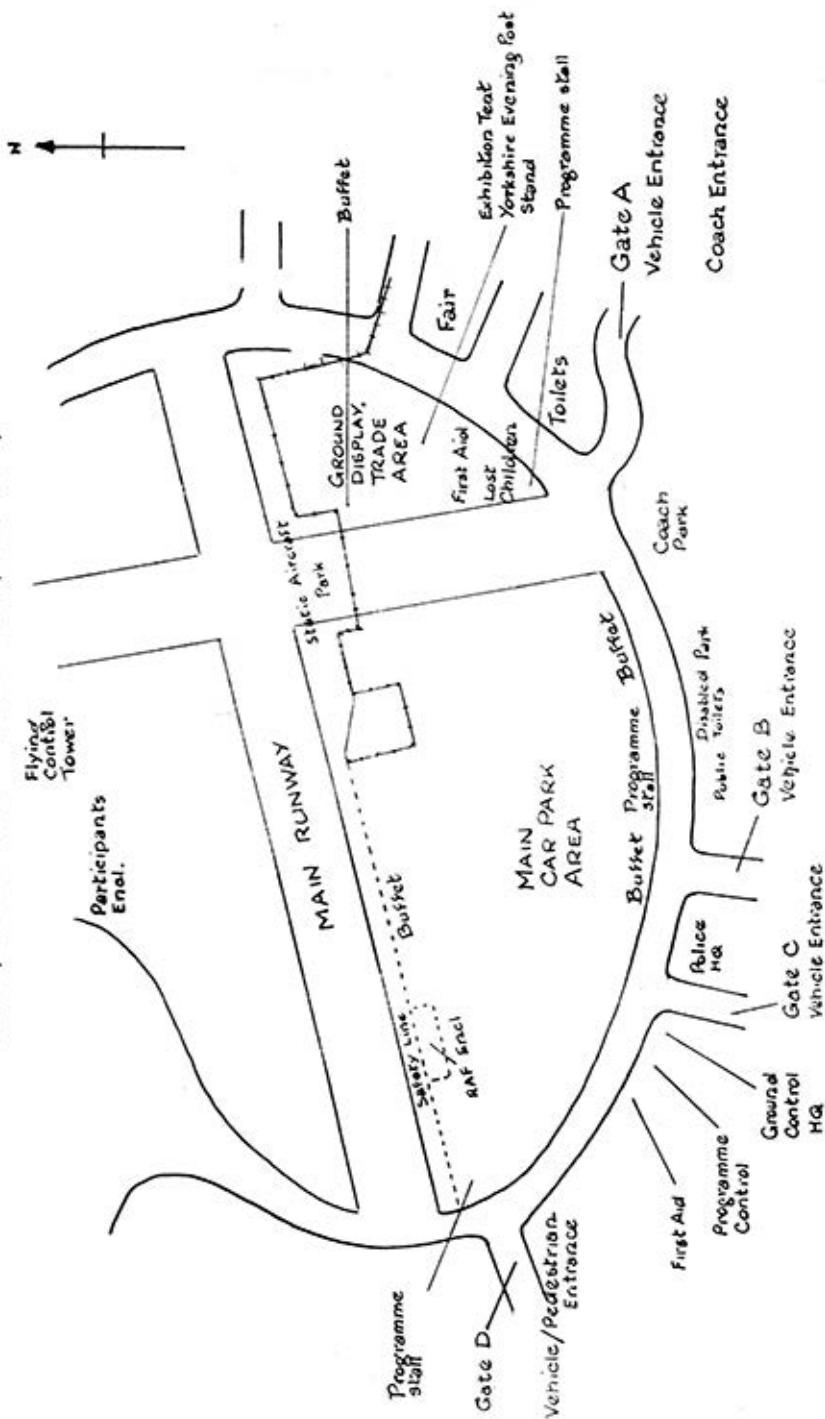
Sponsored by the

RAF CHURCH FENTON
Sunday 10th June 1984

Yorkshire

EVENING POST

SSAFA AIR DISPLAY
 Sketch plan RAF Church Fenton Airfield (not to scale)



We are delighted to welcome to today's display, HRH Prince Michael of Kent, President of the Soldiers' Sailors' and Airmen's Families Association. Prince Michael is arriving in a Lynx helicopter of the Army Air Corps and hopes to stay for most of the flying programme.

THE RED ARROWS

Topping the bill once again at the SSAFA Air Display are The Red Arrows — the most famous aerobatic team in the world.

The Red Arrows are a standard RAF squadron whose peacetime role is to demonstrate the qualities and skills of RAF officers and airmen. In the event of war, their aircraft would be fitted with AIM 9L Sidewinder missiles and the team would supplement front line fighter squadrons in the defence of the United Kingdom.

The team was formed in 1965 and based briefly at RAF Fairford before moving to RAF Kemble, near Cirencester. Last year the team was moved to RAF Scampton, near Lincoln.

In 19 years The Red Arrows have performed over 1,700 displays to many millions of people, mostly in the United Kingdom and Europe, but with occasional visits to the Middle East (in 1981) and North America (in 1972 and 1983). The team flew Gnat aircraft up to 1979 when it was re-equipped with the British Aerospace Hawk.

The Red Arrows are a detachment of the Central Flying School (CFS) and comprise a team of nine pilots led by S/Ldr. John Blackwell; a Manager, and a Junior Engineering Officer. Administration of the detachment is run by the Adjutant and supporting staff. Away from base, The Red Arrows are supported by 27 travelling groundcrew while the Senior Engineering Officer and a further 50 technicians remain at Scampton to service the aircraft on their return.

After the Hawks return from a weekend or longer detachment, there is inevitably much outstanding work to be done to prepare them for the following period away. This is when the rectification ground crew, known as "Second Line", show their skills. There are often only a couple of days between display weekends during which all the aircraft must be restored to perfect condition.

It is during the winter months, however, when the Second-Line with the assistance of RAF Abingdon are really put to the test. Each Hawk is given a thorough overhaul which lasts for about four weeks.

No allowance can be given for any delay in servicing otherwise not all the aircraft would be ready in time for next season, so Second-Line are compelled to work long and hard hours to meet their target.

The flying you see today by The Red Arrows, marks the success of a team effort that extends well beyond the nine cockpits although it is, of course, the incredible skill of the nine pilots that makes The Red Arrows so outstanding.

QUICKIE Q2 HAS UNFORGETTABLE SHAPE

Once seen—never forgotten! That's the Quickie Q2 which must be one of the most easily-identifiable aircraft in any spotter's book.

Back in 1981, a little over three years after introducing the single-seat Quickie, the Quickie Aircraft Corporation announced a two-place version of the home-built aircraft, to be known as the Q2, as a result of collaboration between QAC and LegAir Aviation.

The Q2 is claimed to have lower drag than any other two-seat aircraft and performance comparable with that of many 100 to 150 h.p. home-built aircraft.



The 64 h.p. Revmaster engine is said to give a top speed of 156 knots and a range of 592nm at maximum cruise speed. This stretches to 886nm at economy cruise settings.

Quickie Aircraft Corporation, which is based at Hangar 68, Mojave Airport, Mojave, California, claims that the Q2 has more cockpit width than a Cessna 172. Its length is 19 ft. 7 ins; span 16 ft. 8 ins. and height 4 ft. 6 ins. The latter measurement just about allows the 56-ins. wooden prop to revolve without becoming a ploughshare!

The Q2 climbs at 800 ft. per minute and has a stalling speed of 56 knots. Take-off and landing distances are 650 ft. and 850 ft. respectively.

BEST WISHES, RICHARD

Booked again to be one of the star performers at today's show, Richard Goode, one of Britain's top aerobatic pilots, was badly injured a month ago in a crash involving the Pacespirit aircraft in which he put up such a stunning performance at last year's Church Fenton display.

Ironically, the crash occurred, in Suffolk, just an hour or so before Yorkshire Television transmitted its "Just Amazing" programme in which Richard was featured putting his aircraft through a series of aerobatics over Shoreham Airport, in Sussex.

He was pulled from the wrecked aircraft, badly injured, and taken to the intensive care unit of Ipswich General Hospital, and was still there at the time of writing.

We all send Richard our very best wishes for a speedy and full recovery and look forward to the day when he can fly again at Church Fenton.



27 Queen Anne's Gate, London SW1H 9BZ

Thank God you're not in their situation

Like a number of young soldiers trying to keep the precarious peace in Northern Ireland, he was killed. His wife and child were still in married quarters in Germany, his former posting.

They were flown back to England. SSAFA organised an escort to accompany them from the airport to a London station where the train took them to Scotland. SSAFA had booked a sleeper and, at the end of this long journey, another SSAFA representative had arranged for their relatives to meet them at the station.

This could be the end of the story. Except that SSAFA will continue to watch over them. For once a man or woman has served in war, or in any of the Regular Armed Forces, their dependants can turn to SSAFA for the rest of their lives. But the demand for our help is increasing as a growing number of ex-Service men and women of two world wars reach retirement age. We need both funds and voluntary helpers, especially in urban areas. You can play your part by giving some of your time as a voluntary SSAFA representative (the need is greatest in cities and towns) or by supporting us with a donation.

Offers of help will be welcomed by the Secretary, SSAFA, on 01-222-9221.



MARLBORO COUNTRY BOYS

The Marlboro Aerobatic Team's "all action" display of formation, synchronised and solo aerobatics has been described as "the finest demonstration of piston-engined aerobatics in the world."

The three pilots are all professional ex-Air Force pilots, two of them already well-known to Church Fenton crowds, especially the leader—four-times British Aerobatic Champion, Philip Meeson. He and his team colleagues—Nigel Lamb and Ian Peacocke—each fly a rugged Pitts Special: an aircraft designed to demonstrate the most spectacular aerobatic manoeuvres and able to fly equally well upside down or right way up!

CONTINUED ON PAGE 6

TANKBUSTER

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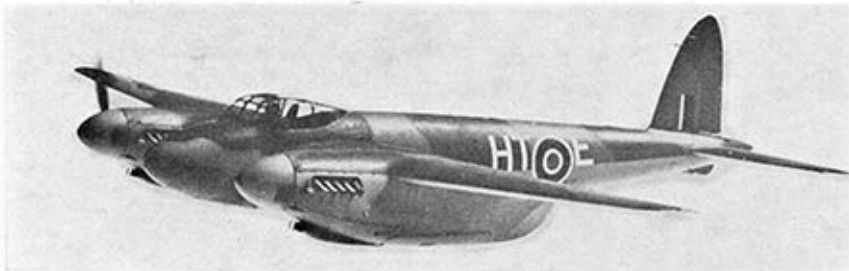
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A BARGAIN BUY!

Take a look at the Mosquito in today's display, think of a hundred pounds and you would think that never the twain could meet. In fact they did just that because John Cunningham bought this aircraft from the R.A.F. in 1963 for just 100 smackers. Today it is priceless, for so far as is known it is the only Mosquito in flying condition.

This particular aircraft (D.H. 98 T. Mk. 3, Serial No. RR299) was built at Leavesden and delivered to the Royal Air Force in 1945. It is now owned by British Aerospace and operated from their Chester works where they build the most advanced wing in the world, for the Airbus, and also build the best-selling HS125 business jet.



British Aerospace employ some 4,000 people at Chester and they are proud to have the broad expertise and enthusiasm not only to be in the vanguard of civil aviation today, but also to maintain and fly the historic Mosquito that gives them such a strong link with the classics of yesteryear.

Possibly proudest of all is George Ellis, the Mosquito pilot. He served with the R.A.F. from 1968 to 1980. He flew Lightnings with No. 92 Squadron, completed the Empire Test Pilots School Course in 1975, and was a test pilot at the Royal Aircraft Establishment, Bedford, from 1976 to 1980. He then joined British Aerospace, Hatfield, and is Project Test Pilot for the 125-800. He is also one of the Display Pilots at the Shuttleworth Trust.

MARLBORO TEAM (CONTINUED FROM PAGE 4)

Their display demonstrates dramatically the versatility of the remarkable Pitts, which can flick twice about its own flight path in the wink of an eye! During opposition manoeuvres they fly towards each other at a closing speed in excess of 300 m.p.h. and pass within a few feet!

The Marlboro pilots have amassed an enormous amount of display experience, Philip Meeson, who won a Royal Air Force Flying Scholarship at the age of 16—which enabled him to obtain a private pilot's licence before he learned to drive a car—has appeared in displays all over Europe and North America.

Nigel Lamb came to the Marlboro Team straight from a career in the Rhodesian Air Force. His interest in flying was stimulated by his father, who was an RAF fighter pilot in World War Two.

"New Boy" in the team is Ian Peacocke, who also hails from the African continent where he gained his Air Force training on Piston Provost and Impala aircraft. More recently he flew for three years in the Sultan of Oman's Air Force. He likes motorcycling and flying fast jets—which he regards as relaxing after putting the Pitts through its paces!

PICK THE SPOT — and your financial problems could be over! Four-figure cash jackpot every week. Entry coupons appear Fridays, Saturdays and Mondays in the Yorkshire Post and Yorkshire Evening Post.



MARINES WILL DROP IN

One of the parachute teams appearing in today's display is the Royal Marines Free-Fall Team, formed from experienced parachutists of the Royal Navy and Royal Marines Sport Parachute Association. They take part in over 100 parachute displays each season and the 10 permanent members of the team are based at Royal Marines, Poole, Dorset, as part of "R" Commando Company.

They will leave their aircraft over a pre-determined point and, whilst in free-fall, travelling at speeds of up to 120 m.p.h., the men will link-up in formations which can be followed by the smoke generated from canisters attached to their boots.

Once their parachutes are open, members of the team will begin their exciting display of "Canopy Relative Work", which means that by using the manoeuvrability of the parachute, it is possible to make controlled contact between two canopies.

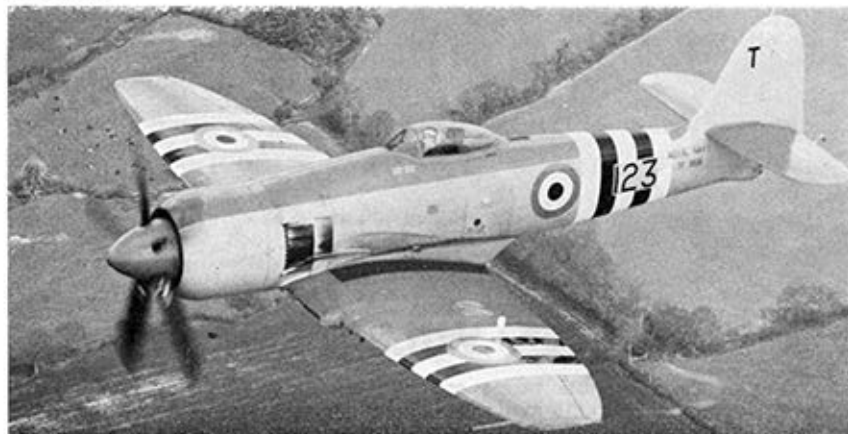
SEA FURY - ONE OR TWO SEATER?

There has been a sense of disappointment in the past—especially among ex-Fleet Air Arm personnel—when Sea Fury FB11 TF956 has been unable to turn up for the Church Fenton display because of technical troubles.

This year, there could be a hope among some aviation enthusiasts on the airfield that the “gremlins” will strike again, for the promise of the Royal Navy Historic Flight is that if she is not serviceable, then the two seat Sea Fury Trainer (T Mk20 WG655) will attend in her place.



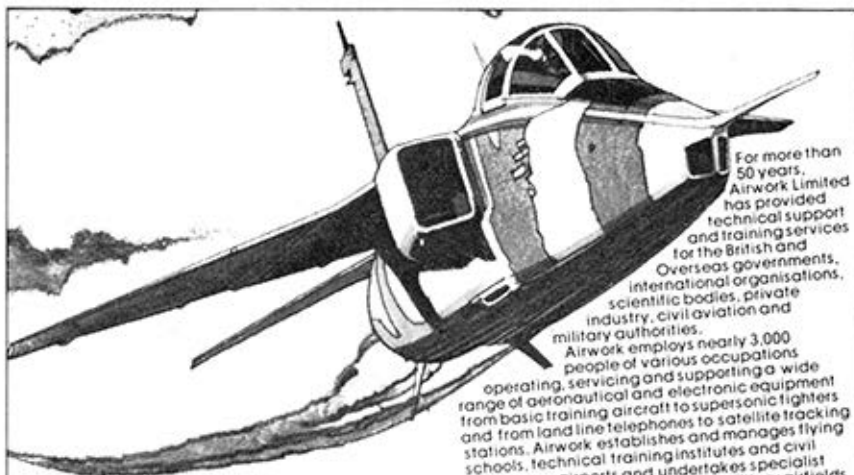
WG655 was the last but one T Mk20 built, and was delivered to the service in October, 1951. In March, 1954, the aircraft was transferred to RNAS Eglinton, in whose colours she is now displayed. The aircraft was bought back by Hawkers and sold to Germany in 1963. After 13 years' service, the Germans replaced their Sea Furies and WG655 was returned to Yeovilton in 1976.



Main difference between the T Mk20 and the FB11 lies in the two cockpits, two guns, larger tailplane, no arrestor hook and non-retractable tail-wheel of the former aircraft.

Details of TF956 have appeared in the pages of many previous SSAFA programmes and one of the most memorable feats of this big, piston-engined fighter was its participation in the Korean war—against jet fighters—and it still bears the scars of flak from that conflict.

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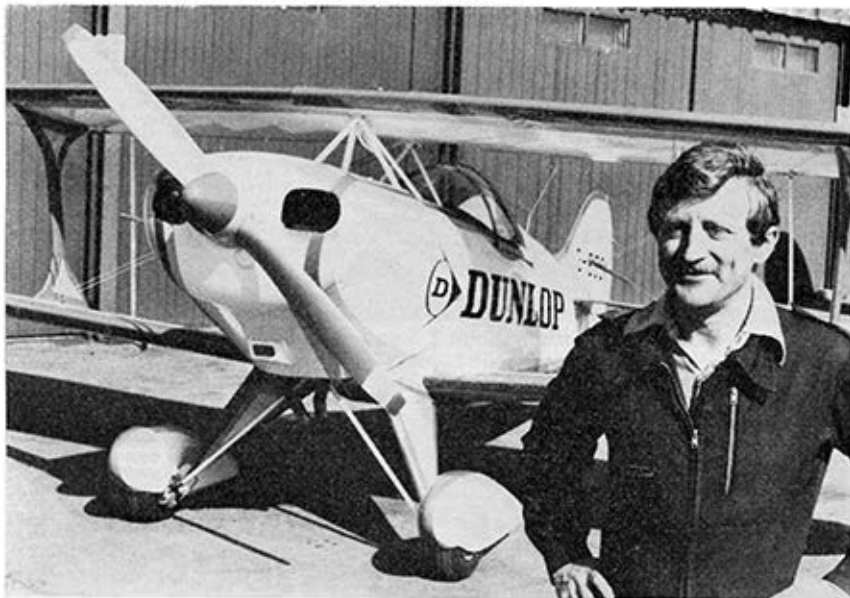


PITTS STRIKES AGAIN

The highly-modified Dunlop Pitts Special being flown today by Brian Lecomber is one of the most advanced aerobatic biplanes in the world.

Powered by a 220 hp Lycoming engine, it has a wing span of a mere 17 ft. and weighs less than a Mini. It has a maximum speed of over 200 m.p.h. and in snap-rolling figures it will zip round a full roll in less than a second.

Brian's performance includes such manoeuvres as the Lomcovak, in which the aircraft tumbles end-over-end; and the Torque Roll where the Pitts slides down vertically backwards, rolling as it goes!



Brian Lecomber is one of the few professional aerobatic display pilots in the world. He flew with the Rothman Aerobatic Team in 1979 and 1980 and subsequently has been flying the Dunlop Pitts. He has flown more than 700 public displays and has won many competitions.

Before turning to professional display flying, Brian was at various times a racing mechanic, journalist, wing-walker in a flying circus, sailor and a flying instructor on the Caribbean island of Antigua. In recent years he has also become well-known as a novelist, his last book being *Talk Down*, which became a best seller.

YEP BAND IS FLYING HIGH

Fast becoming a high-flyer in the brass band world, the Yorkshire Evening Post Brass Band was formed as recently as 1983 but it has already achieved a remarkable string of successes, not least of which was the taking of the Radio Leeds Knockout Brass Championship.

You will find that their performance today, on a site near the Yorkshire Evening Post stand, is tuned to perfection with many an aeronautical theme.

Already, the band has a pretty full programme of engagements for the rest of 1984 but, if your organisation is running an event where you think the band could help swell interest, contact Paul Leonard, 61 Hetton Road, Oakwood, Leeds LS8 2RX to see about the possibility of them attending.

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THE SMIRNOFF CLOUDHOPPER

The Hot-Air Balloon Company is the largest company of its kind in the world operating balloons for promotional and advertising purposes and one of its more exciting and unusual products is taking part in today's display.

The Smirnoff Cloudhopper is a unique concept in aviation: it could loosely be described as a bag of hot-air and a pair of braces. But strictly speaking, it is a one-man basketless balloon.

About one-sixth the size of a normal balloon, the Cloudhopper is not quite the simple "hot air bag" it might seem, for although the canopy is of standard design and construction, it is made of silicone-proofed polyester. This fabric allows the balloon to withstand internal temperatures of up to 200 degrees centigrade—twice the recommended capability of a normal balloon.

This revolutionary mode of travel has endless possibilities for potential daredevils, who may wish to indulge in the sheer exhilaration of walking off cliffs, jumping over chasms or appearing to take a stroll through the clouds!

The other balloon type product featured today is The Smirnoff Cloudship—the smallest pressurized airship ever produced. Built by Colt Balloons, who developed the Cloudhopper, it is a one-man airship, 25 metres long; 11.5 metres high with a speed of 20 knots.

WELCOME FIRECRACKER

Few aircraft of its size have generated as much publicity, or stoked-up as much controversy, as the NDN 1T Firecracker, one of which we are delighted to have taking part in today's display.

The amount of spluttering in political and military circles has been brought about, of course, by the aerospace industry battle for a £200m order to supply a new trainer aircraft for the RAF to replace the Jet Provost.

The Firecracker has been specially developed to take over just that role and was short-listed by the Ministry of Defence, along with three foreign aircraft, for consideration. Its appearance in today's display gives the Church Fenton crowd a first-class opportunity to gain some idea of this, the British contender in the replacement stakes.

Built into the Firecracker are a number of features required by the RAF for their Jet Provost replacement. They include: tandem seating with a raised rear seat; a cockpit layout to resemble the Hawk; and an assisted escape system.

The wing design of the Firecracker simulates the flying and handling characteristics of fast jet fighters and it has a speed brake—essential for fast training and formation flying and allowing rapid descent.

The aircraft has a span of 26 ft., a height of 10 ft. 8 ins. and a length of 27 ft. 4 ins. It takes the Firecracker 6.25 mins. to climb to 15,000 ft. and its Service ceiling is 26,500 ft. or 28,000 ft., depending on the type of engine fitted.

Its pilot today is Wing Commander Doug. Barden, RAF (Ret'd.) who has held a number of posts related to flying training in this country, and in 1977 he was selected to set up the flying training school in the Sultanate of Oman.

He is currently Chief Flying Instructor (Fixed Wing) with Specialist Flying Training Limited, at Carlisle Airport—a company which trains foreign and military pilots in advanced helicopter and fixed wing aircraft, including the Firecracker.

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

A SUPERB SPITFIRE

Making a welcome return to our display is the "Rolls-Royce Spitfire" which was built by the Supermarine Chattis Hall works in 1944 as an F. Mark XIV with a Griffon 65 engine, "C" type wing and Service serial RM 689.

Apart from being used in tests for a special one-piece windscreen, it spent a good deal of time in storage until March, 1945, when it went to No. 350 (Belgian) Squadron, only to end up in a repair and salvage unit the next month. It was returned to the Belgians in July that year and was transferred to No. 443 (RCAF) Squadron in January, 1946.



After another period in storage, it was sold to Rolls-Royce in February, 1949, having flown a total of only 161 hours, and registered G-ALGT. In a period of "civilianisation" it was first painted silver, with medium blue trim; then light blue, dark blue and white.

It came into its own in 1968 when it was leased to Spitfire Productions Limited and used in the Battle of Britain film with a variety of code numbers and wearing 1940-type camouflage which was subsequently retained and the aircraft represented as a machine of No. 130 Squadron.

The engine is a Griffon 65 No. 1370 which was installed in 1949 and has remained in the airframe ever since. Since Rolls-Royce purchased the aircraft, it has been used regularly for test pilot liaison duties but is now used principally for display purposes and is in superb condition.

The pilot today is David Moore, who was born at Ashbourne, Derbyshire, in 1944—the same year that RM 689 was built. He served a 10-year commission in the Royal Navy as a Fleet Air Arm pilot and, after flying training at Linton-on-Ouse, flew Scimitar and Buccaneer aircraft from various carriers.

After leaving the Royal Navy, and obtaining an airline Transport Pilot's Licence, he was employed by an air taxi company, then spent two years in Kuwait flying an HS 125 executive jet before joining Rolls-Royce as a company pilot.

FINNINGLEY JETSTREAM

The Jetstream T1 in today's display is from the Multi Engine Training Squadron (METS) based at RAF Finningley. The T1 is the RAF's advance pilot training aircraft for pilots streamed to multi-engine aircraft such as the Nimrod, Hercules, Victor, VC-10 and TriStar. Main task of the squadron is to continue the training of pilots up to "wings" standard after they have completed basic training on the Jet Provost.

Although the Jetstream was not initially designed for pilot training, it has proved to be useful for the task. It cruises happily at 20,000 ft. at 240 knots, with the crew in pressurised and air-conditioned comfort.

The display pilots today are Flt/Lt. Mike Laundy, who has been on the type for three years, with previous tours on Victors, Pembrokes and Jet Provosts; and Flt/Lt. Ivor Bennett, also on the type for three years and with previous experience of Dominies, Jet Provosts and Vulcans.



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BELGIAN ALPHA JET

The Belgian Air Force, which has had many connections with RAF Church Fenton over the years, is represented today by an Alpha Jet in the static aircraft park.

A joint project of Avions Marcel Dassault, Breguet Aviation and Dornier, with the greater part of the construction carried out by the first two companies, the Alpha Jet dates back to a 1969 announcement by the French and German governments of a requirement for a new subsonic, basic and advanced trainer to enter service in the 1970s.

First flight of the prototype was on October 26, 1973. The French and German governments agreed to buy 400 of the type and Belgium ordered 33 of the "E" version which it designated Alpha Jet 1B.

During 1979/80, nine Alpha Jets were delivered to the French National Aerobatic Team, the Patrouille de France. The first 1B for Belgium flew on June 20, 1978 and the type has been used primarily by the Belgian Air Force for advanced flying and weapons training.

The pilot and instructor sit in tandem seats with individual-opening canopies with Martin Baker Mk. 4 ejection seats, operable (including through the canopy), at zero heights and speeds down to 90 kt.

Span: 29 ft, 10½ ins; length: 40 ft, 4½ ins (training versions); height: 13 ft, 9 ins. Maximum level speed at 32,800 ft: Mach 0.85 Engines: two SNECMA/Turbomeca Larzac turbofans (each rated at 2,976-lbs. thrust).

UNIVERSITIES' BULLDOGS

A formation of four Bulldogs from the Yorkshire Universities Air Squadron is due to take part in today's show, all flown by qualified flying instructors with the squadron. They are: S/Ldr. Dennis Barber, Flt/Lt. Dickie Adams, Flt/Lt. Martin Ewer and Flt/Lt. Jim Emptage.

The Squadron is based at RAF Finningley and its role is to provide flying training for full-time university undergraduates. Membership is drawn from the five Yorkshire universities (York, Sheffield, Leeds, Bradford and Hull).

The squadron was formed on March 15, 1969, by the amalgamation of the Hull UAS and the Leeds UAS. Initially, it operated from RAF Church Fenton, and in September, 1975, moved to its present location.

"GENTLEMAN'S AERIAL CARRIAGE"

Brian Lecomber has two rides this afternoon, as they say in racing circles, but on very different "mounts." Classical biplane aerobatics will be his style in the Jaguar Stampe.

Designed in Belgium in the 1930s as an aerobatic military trainer, the Stampe SV4 was used extensively after World War Two by both the Belgian Air Force and the French Armée de l'Air.



The aircraft he is flying today was licence-built in Algeria, in 1948, as a Renault-engined SV4C model. After its military service and a somewhat chequered civilian career in France, it was imported into this country in the late 1960s.

Brian Lecomber acquired it in 1978 and had it extensively re-built. In 1981, he replaced the original Renault engine with a specially-built de Havilland Gipsy Major 10 engine, transforming the aircraft into the much more rare and powerful SV4B.

The aircraft joined the Jaguar Cars sporting stable at the beginning of this year, becoming the only Stampe in the world to wear the livery of a major sponsor.

As flown by Brian, the Stampe will demonstrate the low-speed grace of vintage aerobatics—in marked contrast to the high-speed performances of other aircraft you will be seeing today. Brian describes the Stampe as "a gentleman's aerial carriage" but the horses under that cowling allow him anything but a carriage-like performance!

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.

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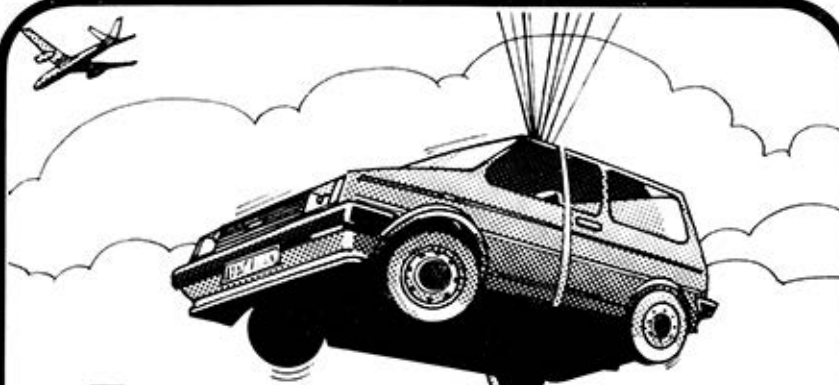
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ARMY AIR CORPS' "CHOPPERS"

Teamwork matters throughout the army, but nowhere is it more important than in the Army Air Corps where the theory is that a whole battle could go wrong if one helicopter isn't in the air when it is needed because someone has slipped up.

AAC helicopters are used in a wide variety of roles: reconnaissance at tree-top level using natural cover; the sighting of enemy tanks, observing, directing anti-tank forces . . . etc. Obviously, helicopters have become an essential part of modern warfare, and no army would go into battle without them.



Army Air Corps' Lynx

Today, the AAC is displaying two types of "chopper." The Lynx is powered by twin gas turbine engines and has an extremely good performance. It can carry 11 passengers, including the pilot and aircrewman, and has a cruise speed of 140 knots. It is capable of carrying anti-tank guided weapons, and can be equipped for bad weather and night operations.

The Gazelle, powered by a single gas turbine engine, can carry five people including the pilot, and cruises at 125 knots. It can carry 1,340-lb. underslung. An unusual feature of the machine—and an easy point for recognition—is the ducted fan tail rotor, called the Fenestron, which improves cruise performance.

Main base of the AAC is Middle Wallop airfield, near Stockbridge, Hampshire, where its own air show—International Air Show 1984—will be staged from July 4 to 8.

MARLBORO PHOTO CONTEST

The Marlboro Aerobatic Team, in conjunction with the Victor Blackman column of "Amateur Photographer", are running a grand regional summer photographic competition, with a chance to win some great prizes, including a day out with the Marlboro Team.

All you have to do is submit your own photographs taken at this show, or any event in which the team is appearing between now and August 31 (a full list of regional venues is available at the Marlboro stand).

Entries should consist of up to three colour or black and white prints, one of which must be a shot of the Marlboro Aerobatic Team in action. Write your name and address, and the name of the air show concerned, on the back of each entry and send to: Marlboro Aerobatic Team (Amateur Photographic Competition), 209 Upper Richmond Road, Putney SW15 6SQ. The competition is open only to those aged 18 and over.

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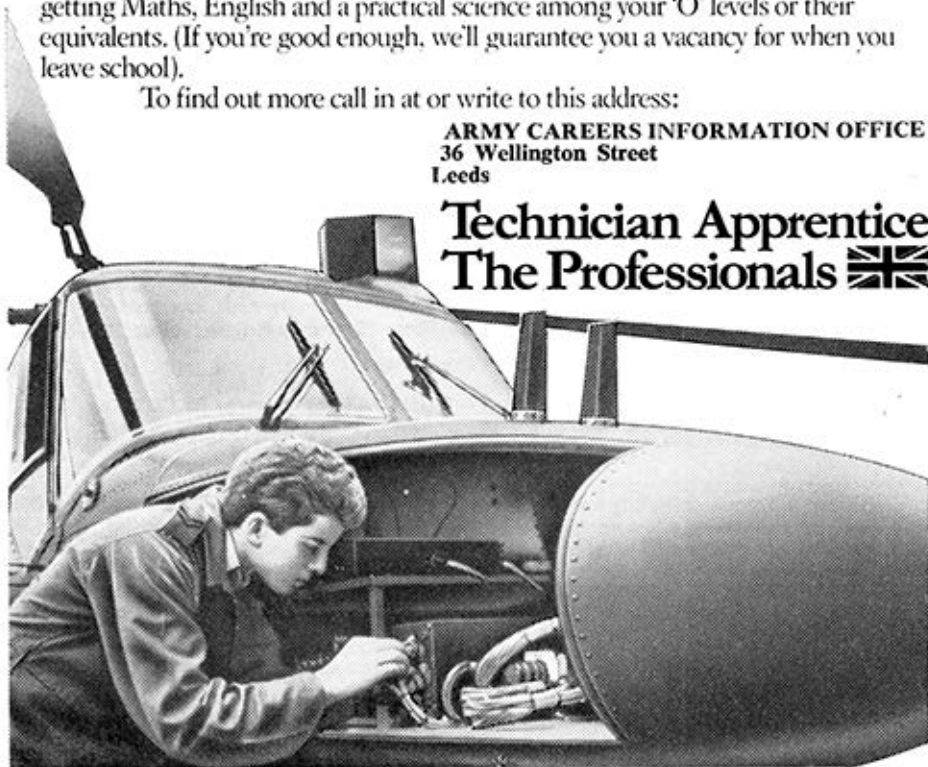
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Allen Rowley

WILL AIR DISPLAY COMMENTATOR TAKE OFF?

**By Chris Hogg
Press Officer
SSAFA**

If you are suddenly deprived of commentary at today's display, don't imagine it's because the microphone has conked out; or that the loudspeakers have blown. Much more likely that Allen Rowley, to celebrate his 25th year as commentator, has climbed down from the control tower to join in the fun!

"It's true, my only regret is never once having seen the Air Display from the public's point of view," he says, whilst hotly denying that he would ever go **AWOL** on Air Display day!

Allen Rowley, the Promotions and Publicity Manager of Yorkshire Post Newspapers Limited, is widely-known in aviation circles. As an aviation correspondent, he flew in over 50 types of aircraft and won a **USAF** award for his report of an all-night exercise in a KC97 tanker refuelling B47 jet bombers.

He looks forward every year to the **SSAFA** display, even though it means endless planning, preparation and hard graft for the man who is not only commentator, but who also edits this Display programme and whose experience is called upon by all concerned with this spectacular event.

Today, the action behind the scenes is almost as fast and furious as it is above the airfield, and the utmost concentration is required.

"It is a team effort," says Allen, "and the senior air traffic controller and his staff really have to keep their wits about them, and they do a tremendous job under pressure."

And when it is all over, does Allen Rowley come down to earth? It would appear he does, for the high-flyer is also an American railroad buff, and has even been spotted, camera in hand, chasing trains across the Arizona Desert. But that's another story . . .

VISIT the Yorkshire Evening Post stand and see the superb collection of photographs taken at previous air displays. The pictures are for sale.

FLYING PROGRAMME

The flying display will be from 1330 hrs. to 1700 hrs. (approx). The organisers cannot be held responsible for any alterations in the programme through circumstances beyond their control. Any such alterations will be notified via the Public Address System, over which details will be given of various competitions for prizes and where to collect them (also see Page 43 of this programme). In general, aircraft in the flying display will make their initial run-in from the East end of the airfield; that is from the Right of the Public Enclosure.

- 1 Marlboro Aerobatic Team
- 2 Quickie Q2
- 3 NDN 1T Firecracker
- 4 RAF Gazelle helicopter
- 5 Rolls-Royce Spitfire
- 6 Harrier VTOL aircraft
- 7 Slingsby T67M
- 8 Royal Navy Hawker Sea Fury
- 9 DH98 T.Mk3 Mosquito (British Aerospace)
- 10 Jaguar Stampe (Brian Lecomber)
- 11 Piston Provost (John Bradshaw)
- 12 Battle of Britain Memorial Flight
- 13 F4 Phantom flypast (USAF)
- 14 Lynx helicopter (Army Air Corps)
- 15 Hawk display (Flt/Lt. Charlie McIlroy)
- 16 The RAF Falcons, free-fall parachutists
- 17 RAF Phantom display
- 18 Wright-Jubilee Aerobatic Trophy winner
- 19 Jetstream T.Mk1
- 20 BAC Super One-Eleven
- 21 Focke Wulf 190 replica
- 22 Hawker Hunter
- 23 Dunlop Pitts Special (Brian Lecomber)
- 24 The Vintage Pair (Meteor and Vampire)
- 25 Royal Marines Free-Fall Parachute Team
- 26 The Red Arrows

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 Belgian Air Force.

The Royal Danish 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 them to mount these.

The GOC, Headquarters North East District.

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

Group Captain R. Humphrey, ADC, RAF, Officer Commanding, Royal Air Force Church Fenton, and all Ranks.

Royal Air Force Provost and Security Services.

2nd 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 Youth Custody Centres, 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 T. Sampson, 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.



THE FAMOUS FALCONS

These two impressive action pictures were taken by Yorkshire Evening Post photographer PETER THACKER last month when he flew with the Falcons. Operating from the Leeds and Bradford Airport, the C-130 Hercules of the Falcons climbed to 12,000 ft. over Bingley as the paratroopers (above) prepared to "drop in" on Bingley Grammar School fete. Minutes later the Falcons took the plunge, as recorded in the dramatic action shot below.





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ANOTHER "VINTAGE YEAR"

The Meteor and Vampire aircraft comprising The Vintage Pair are quite remarkable and their continuing appearance at air shows is a tribute to the dedicated groundcrew—all volunteers—at RAF Leeming, who give up so much of their time to "keep 'em flying."

Meteor T.Mk.7 (WF 791)—pictured above—first flew in 1951 and is representative of the first type of jet aircraft to enter operational service with the RAF in August, 1944.

Vampire T11 (XH 304)—below—first flew in December, 1955 and is the last of its type flying in the RAF. Developed from an operational fighter, the T11 was an advanced training aircraft. The Vintage Pair team was formed in 1972 and has five pilots in addition to the five ground crew.



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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HUNTER ONE COLLECTION

In a Foreword to the brochure "The Hunter One Collection," S/Ldr. Neville Duke wrote: "It is fortunate that there are far-sighted individuals with initiative and resources to collect and preserve flying examples of the best British aircraft before they become extinct. The Hunter One Collection is unique in being all jet, consisting of fighter/trainer aircraft spanning 40 years of aviation history."

The Hunter One Collection certainly is unique. It is the only privately-owned and operated collection of vintage British military jet aircraft comprising, at the time of writing, two Hawker Hunters, two Hawker Sea Hawks, a Gloster Meteor, and two BAC Jet Provosts.

Scheduled to take part in today's display is the "flagship" of the collection —Hawker Hunter G-HUNT. Originally one of a batch of Mk 51 Hunters built for the Royal Danish Air Force, it completed some 3,500 hours with the Danes, making its last flight with them on April 30, 1974.

In 1975 it was bought back by Hawker Siddeley Aviation and spent three years in storage before being sold privately. After extensive refurbishing, it was restored to flying condition and flew for the first time as G-HUNT on March 20, 1980. It was purchased by Michael Carlton, owner and founder of The Hunter One team the following year and since then has flown extensively at air displays throughout Europe.

Pilot of the aircraft today is Adrian Gjertsen, whose more regular job is flying as a pilot with Britannia Airways. He learnt to fly on Chipmunks with the Birmingham University Air Squadron and joined the RAF in 1972, training initially on Jet Provosts at RAF Cranwell where he won the Sword of Honour.

During the course of his RAF career he was a qualified Flying Instructor on Gnats and Hunters. He has been flying G-HUNT since it returned to the British register and he is currently the only C.A.A. approved Type Rating Examiner on the Hunter.

SAFETY-CONSCIOUS SQUADRON

Returning to the SSAFA Display for the third year in succession is a PC-3 Orion of the United States Navy. The Orion comes from Patrol Squadron Forty-Nine, and is similar to the one pictured here. The command history of the Squadron itself is interesting:



It was commissioned on February 1, 1944, and within a month was conducting missions within 100 miles of the Japanese mainland, using P-5 Marlin flying boats. The squadron flew in support of the Iwo Jima Campaign; gave assistance in "Operation Crossroads" at Bikini Atoll; assisted in the evaluation of "Nautilus", America's first nuclear submarine, and successfully vectored surface ships to the splashdown of "Enos", America's ape in space.

The squadron was actively involved in the blockade of Cuba during the Cuban Missile Crisis and participated in recovery operations of various flights of the Mercury, Gemini and Apollo space programmes. In the spring of 1982, it participated in operational test flights of the Trident Missile.

The PC-3, here today is from the squadron's detachment at Rota, Spain, and is essentially a patrol type anti-submarine aircraft, packed with electronics.

Whilst deployed in the Mediterranean area, the squadron has passed two safety milestones: on March 22, 1983, it completed 21 years of accident-free flying. In April last year, a total of 150,000 accident-free flying hours was reached.

WOODFORD DISPLAY BECKONS

If, at the end of today's air display, you feel you have still not had your fill of flying, then note the date of Woodford Air Show at the British Aerospace Airfield, Woodford, Stockport, on Saturday, June 30. The gates will be open at 10 a.m. and the flying display is from 2 p.m. to 5 p.m.

The flying programme includes: Falcons Free-Fall Parachute Display Team, Battle of Britain Memorial Flight, The Red Arrows, Tornado, Harrier, Jet Provost, All-American Airshow Spectacular, Spitfire, Mustang, Ultimate Pitts, Mosquito, Zlin 50, Sea Fury, Firefly, A-10 Thunderbolt and KC-135 Stratotanker.

Admission charges are: Cars including occupants (advance booking) £7; cars including occupants (on the day) £8. Pedestrians: adults £2.50; children £1.00. Advance tickets available from: RAF Association, 58 Deepdale Road, Preston PR1 5AA (please enclose s.a.e. with postal applications).

SLINGSBY T67M

The Yorkshire-based Slingsby company has been a leading manufacturer of gliders and sailplanes since the pioneering days of Fred Slingsby in the 1930s. Since its move into the production of powered aircraft it has had considerable success with the development of its T67A.

Based on a French design of Rene Fournier, the T67M model which is appearing today is an aerobatic trainer, with side-by-side seating. Throughout the design and manufacture of the aircraft, the accent has been on quality and the result is a two-seater with excellent visibility, superb handling and classic good looks. Wingspan: 34 ft. 9 ins; length: 23 ft; height: 8 ft. 3 ins; speed: 113 knots.



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USAF A-10 THUNDERBOLT II

Among the machines in the Static Aircraft Park today is a USAF A-10 Thunderbolt II which takes its name from the tough P-47 of the Second World War—and the modern version is equally as strong as its predecessor.

The A-10 can survive direct hits from armour-piercing shells and high explosives. The pilot and flight controls are surrounded by titanium armour plating.



It is designed to give close air support to ground forces and can be used against all ground targets, including tanks and other armoured vehicles.

The plane can loiter for hours in the battle area and can operate under 1,000 ft. ceilings with just one-and-a-half miles visibility. It can take-off and land in short distances, allowing operation near the front-line and its basic design means the A-10 can be used from bases with limited facilities.

A Gatling gun in the nose of the plane has seven barrels and can fire 4,200 rounds a minute. The cockpit window is bullet proof and it has a bubble-type canopy, giving a good all-round view for the pilot.

Powered by two General Electric TF34-GE-100 turbofans, the A-10 has a combat speed of 443 m.p.h. at 5,000 ft. and can carry six laser-guided bombs.

"GRAND OLD GAL" FLYING IN

Once again, the "grand old gal" of Yorkshire aviation has been promised as an entrant in the Air Show and the 52-year-old Blackburn B2 will, no doubt, be looking as trim and immaculate as ever.

She is being brought to the display from the British Aerospace airfield at Brough, East Yorkshire, by Tony Hudson, executive pilot with that company, who was born 12 years after the B2 made its maiden flight!

She was designed as a training and touring aircraft, with a metal fuselage and fabric-covered wings and tail. The bi-plane spans 30 ft. 2 ins; has a length of 24 ft. 3 ins. and a top speed of 112 m.p.h. She was the 37th production aircraft in the B2 range and is the sole survivor of the type.

The Gypsy Major One engine that powers G-AEBJ was originally fitted in 1944. In all, 42 B2s were built between 1931 and 1937.

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!

THREE FAMOUS TYPES

The Battle of Britain Memorial Flight comprises three types of aircraft, each of which played a vital role in World War Two. They are:

HURRICANE: Designed by Sydney Camm in 1934, the Hurricane is a descendant of the famous Fury and Hart and a forerunner of the Hunter. The first monoplane RAF fighter to enter squadron service, it carried twice the armament of its predecessor, the Gladiator. With eight .303 Browning machine guns mounted in the wings, it was the first fighter aircraft in the world to bring this number of guns to bear on a target. The Battle of Britain Memorial Flight maintains two of the three remaining flying Hurricanes in existence.

SPITFIRE: Destined to become the most famous of all fighter aircraft, the Spitfire prototype first flew on March 5, 1936. The first Service aircraft was delivered to the RAF at Duxford, in August 1938, and by the start of the Battle of Britain, 19 squadrons were operational in Fighter Command. Over 22,000 Spitfires were built, of 36 distinct operational marks.



LANCASTER: The type made its first operational sortie on March 3, 1942 and in all, 7,377 Lancasters were built; 3,349 of which failed to return from operations. Its more famous exploits are well-known; less well-known operations were the dropping of 6,684 tons of food to starving Dutch people at war's end and the repatriation of 74,178 British ex-prisoners of war who made their journey home in Lancaster aircraft, some of them in bomb bays!

LIVING UP TO A BIG REPUTATION

A British registration on a Focke Wulf 190 would have seemed an impossible dream in World War Two. The type had established a formidable reputation with the Luftwaffe and was, in fact, considered by many aviation experts to be one of the most beautifully-proportioned and aerodynamically-designed aircraft of World War Two.

However, G-WULF, the aircraft you are seeing today, is not all that it seems, and it would have posed much less of a threat to the RAF than did its "big brother" had it been around in the 1940s.

G-WULF is, in fact, a half-scale replica built of wood and fibreglass from plans supplied by War Aircraft Reproductions, of California. The aircraft has an O-200-A engine concealed under mock cowlings and the general appearance gives an almost true replica of the original, with wings, rear fuselage, tail and undercarriage all having an authentic appearance. The cockpit area is also impressive with an accurate windscreen and canopy profile. The aircraft is said to have exceptional control qualities for an aeroplane in this category.

G-WULF was constructed in six months by Mike Searle and Mike Fenton and first flew early in 1980. Since then it has become a popular attraction at air shows because of its authenticity and rarity.

Originally part of Spencer Flack's collection, the aircraft is now operated by Buccaneer Aviation Limited on behalf of its three owners, Alan Walker, Stan Hodgkins and Jonathon Lipton.

It has a length of 16 ft., span of 26 ft., a maximum speed of 170 knots and a stalling speed of 41 knots.

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GROUND DISPLAYS & EVENTS

MOBILE CAMERA SHOP — Campkins of Cambridge (11 Rose Crescent. Telephone Cambridge 351791) are selling all makes of film from their mobile camera shop, and films will be accepted on the unit for processing, and the finished work sent post free. See their selection of cameras, cine cameras, binoculars, telescopes and sunglasses. Take your photographic problems to the highly-experienced personnel with the unit.

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BUCCANEER DISTRIBUTIONS LTD. — See the new Dakota and Spitfire prints. Suppliers of other framed pictures and prints, with particular emphasis on aviation and steam. Inspect the new "shuttle" magazine and start collecting now. Original oils commissioned of your favourite aircraft at moderate costs. Further details from: 15 Barnstaple Close, Wigston Magna, Leicester.

WINDSCALE NUCLEAR LABORATORIES — The caravan display presents information on the generation of electricity by nuclear reactors; on safety, costs, and waste disposal as well as alternative energy supplies. Staff are available to answer questions and discuss items with anyone who has an interest in the subject.

YORKSHIRE WATER — See how your supply of water is obtained, purified and delivered; and how domestic and industrial liquid wastes are treated and cleaned, all illustrated by working diagrams. See where the best angling rivers in Yorkshire are; discover what the functions, responsibilities and problems of your Water Authority are, and what you are getting for your money.

ELMET JOINERS — manufacturers and retailers of high-quality fitted kitchen and bedroom furniture, with a choice ranging from solid oak through a vast selection of laminates. Elmet Joiners will plan, build and install your kitchen or bedroom. Details from the stand or from: Moor Lane Trading Estate, Sherburn-in-Elmet. Telephone: South Milford 682156.

JULIE & JAMES — 2 Coach Mews, St. Ives, Cambridgeshire (Telephone 0480—300567), are main agents for Graham Kew's aviation pictures, and a vast range of pictures and clocks of military and civil aircraft is produced in copper etchings and screen print aluminium. Visit their stand or write or phone for a catalogue.

TRAFFIC — offer information on a wide range of souvenirs of The Red Arrows, most of the latter manufactured in the U.K. They include posters, button badges, stickers, patches, tee and sweat shirts, china and glass items. Details from: 23 Stanstead Close, Billericay, Essex. Telephone Billericay 59566.

AIR BRITAIN — MANCHESTER BRANCH — The branch was formed in 1976 as an off-shoot of the parent association—Air-Britain (Historians)—which, worldwide, has a membership of over 3,000. Monthly meetings attract speakers from all sides of aviation. On its stand today the branch will have a full range of Air-Britain publications, postcards and stickers. Further details from: Mr. D. H. Kinsey, 115 Hamilton Street, Ashton-under-Lyne, OL7 0HB. Telephone: 061-344-2805.

MWH MODELS LTD. — the leading British specialist plastic kit stockists, are showing a huge variety of construction kits. Both public and trade can be supplied from their warehouse. Free catalogues are available: Concorde House, 46 Howarth Road, Crossroads, Keighley, West Yorks. Telephone 0535-44307.

CONTINUED ON PAGE 37

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SHERBURN AERO CLUB — Sherburn-in-Elmet aerodrome has a history going back to the earliest years of flying. It is now a very busy private flying field with excellent facilities for learning to fly, and for business and pleasure flying. Phone Sherburn Aero Club (0977-682674) for a trial lesson costing about £20.

AIR YORKSHIRE — is a non-profit making society formed in 1975 for the benefit of aviation enthusiasts of all ages. Objective of the group is to promote interest in all aspects of aviation, primarily through meetings at the Yorkshire Aeroplane Club, and the publication of a monthly Magazine/Newsletter. Meetings are held on the first Sunday of each month. The magazine gives full coverage of all Leeds/Bradford Airport movements, plus local civil and military news. Details from the Hon. Registrar, 13 Silverdale Grange, Guiseley, Leeds LS20 8PX.

PHILIP MORRIS LTD. (MARLBORO) — The manufacturers of Marlboro, the Number One Selling Cigarette in the world, have two sales sites on the airfield, selling cigarettes and Marlboro World Championship Team merchandise. The Team sponsors many top racing personalities in the motor racing world, which includes Grand Prix and saloon car racing; Grand Prix motor-cycles and aerobatics.

THE AIRCREW ASSOCIATION — was formed in 1978 by some 25 ex-aircrew, to foster the unique comradeship known only to those who fly, and it now has a membership of over 6,000 with over 40 branches throughout the U.K. and membership worldwide. Membership is open to all serving and ex-members of H.M. Forces (Navy, Army and Air Force) who have been awarded a flying badge in an aircrew category; this includes Commonwealth and Allied Air Forces. Members of the White Rose (York) Branch will be pleased to welcome at their stand people interested in learning more about the Association.

OTHER GROUND EVENTS — include participation by: House of Broomfield, Fan Court, Longcross, Surrey KT16 0DJ (hand-painted coins); Bob Lillie Leisurewear Ltd., Orchard House, Naseby Road, Clipston, Market Harborough LE16 9RZ (leisure clothing); J. Headley, 56 Sheriff St., Hartlepool, Cleveland (militaria); Quartermasters at the Angel, 3 Torrens St., London EC1V 1NQ (Army & Air Surplus Stores); Bloom & Treymaine Ltd., Saxton Lane, off Marsh Lane, Leeds (household linens); Selby 450 Round Table, 23 Baffam Gardens, Selby (local charity work); Crosswell Trading, 15 Willow Road, Nuneaton, Warwickshire (T-shirts & clothing); Wholesale Window Co. Ltd., Felnax Rd., Cross Green Trading Estate, Leeds 9 (replacement windows); Holbourne Belt Company, 31 Mount Pleasant, Old Basford, Notts NG6 0HH (belts and fancy goods); RAF Association, Yorks (Eastern Region), 11 Westbourne Road, Selby (air memorabilia); British Transport Police, Divisional Headquarters, City Station, Leeds 1 (traffic policing); South Yorkshire Aviation Society, 93 Hallamshire Court, Greenhead Gardens, Sheffield S30 4TL (air memorabilia); Newark Air Museum, 2 Hatchets Lane, Newark NG24 2AF (models & kits); RAF Association Tadcaster, 11 Church Crescent, Stutton, Tadcaster (children's balloon race & tombola); Royal Navy & Royal Marines Careers Office, 36 Wellington St., Leeds LS1 2DL (Service careers recruitment); RAF Recruitment Office, 10 Bond Court, Leeds LS1 2JY (Service careers recruitment); Keep Britain Tidy, Chapel Street, Bentley, Doncaster (litter prevention); James Hirst Funfairs, 76 Whitehall Road, Drighlington, Bradford (stalls & amusements).

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DANISH DRAKEN

Appearing for the first time at the SSAFA Show is an F-35 Draken of the Royal Danish Air Force and it can be examined at close quarters in the static aircraft park. The Danish model of the Swedish-built SAAB XD-35 comes in three versions—the F-35 fighter bomber; the RF-35 fighter-reconnaissance aircraft; and the TF-35 two-seat version of the F-35. At the moment of writing, it was not known just which version was to be present at today's display.



The SAAB 35 single-seater fighter was originally designed to intercept bombers in the transonic speed range, with radar equipment to accomplish this in all weather conditions.

The first prototype made its maiden flight on October 25, 1955 and the J35A entered service with the Swedish Air Force in 1960. In 1968/69, 46 of the XD-35 version were ordered for the Royal Danish Air Force.

Outstanding features of the aircraft are the cantilevered "double delta" wings. The engine is a Volvo Flygmotor (built under licence from Rolls-Royce) and stems from the Avon 300 series, with afterburner. The aircraft has a rocket-assisted ejection seat.

Span: 30 ft. 10 ins; length: 50 ft. 4 ins; height: 12 ft. 9 ins; maximum level speed with afterburning and 25,130-lbs AUW: Mach 2; time to 36,000 ft. with afterburning: 2 mins. 36 secs.

A MUCH-SPUN PROVOST

Manufactured in 1953 by Hunting Percival, then stored in a Maintenance Unit until 1957 when it was delivered to the Empire Test Pilots School at Farnborough, as WV420, for use in test pilot training, during the 11 years it spent in this role this Piston Provost flew some 1,600 hours and carried out nearly 5,000 spins.

At this point it was sent into well-deserved retirement and put up for sale, being bought, along with another Provost—XF685—by the present owner, John Bradshaw.

The aircraft was completely overhauled, stripped, and painted in its present colour scheme, before re-appearing as G-AWPH in April, 1969. Since then it has won some 12 international concours des elegance; has taken its owner and his family all over Europe and, in 1971, achieved the supreme honour of winning the Kings Cup Air Race at a speed of 204.5 m.p.h., despite some very bad weather.

The Provost is fully-aerobatic, being stressed to be flown safely to +6 and -4G and, whilst needing to be flown accurately, is delightful to fly, says John Bradshaw. The most difficult manoeuvre to fly in the aircraft is the stall turn, he adds.

The engine is an Alvis Leonides, nine cylinder, single stage super-charged radial, giving 560 b.h.p. and a maximum permitted speed of 290 m.p.h.

BRITISH AIRWAYS' ENTERPRISE

Aviation enthusiasts who get their "highs" from the whiff of spent jet fuel will be aware that British Airways' Super One-Eleven aircraft making a guest appearance today is filled with equally enthusiastic aviation fans taking advantage of some British Airways' enterprise.

Last year, British Airways came up with the idea of creating extra business for its Super One Eleven fleet, based at Manchester, by offering low-cost seats to aircraft spotters and other enthusiasts on a One-Eleven which would join flying displays at air shows in the North of England. And the Super One Eleven we are seeing today is on just such a flight.



The aircraft is one of British Airways' 500 Series of the well-tryed One-Eleven model which first appeared in 1965. Two Rolls-Royce Spey turbofan engines, each with a power rating of 11,950 lbs. thrust, quickly take the 99-seat aircraft to its cruising speed of 550 m.p.h., with a ceiling of 34,000 ft.

Last year, British Airways gave a new look to its Manchester-based Super One-Eleven Fleet with a "wide-bodied" appearance enhanced by brighter lights and co-ordinated decor of uniform red seat upholstery, blue carpets and cream walls, with larger overhead storage bins, new air conditioning and new seats.

SEE TWO PHANTOMS

Two Phantoms are appearing in today's air show: an F-4 of the USAF will make a flypast and an RAF Phantom is due to carry out a demonstration of aerobatics.

The USAF has more than 1,000 Phantoms in service and although the F-4 can fly at more than 1,600 m.p.h., it can also get down to speeds of between 150 and 165 m.p.h. in close-support missions. High-lift flaps and boundary layer control techniques permit these very slow speeds which are necessary for short field landing operations.

RAF Phantoms have become a familiar sight to Russian long-range reconnaissance crews operating over the North Sea; the Phantom crews getting good and close to the big Soviet aircraft.

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WARNING — **CB RADIOS**

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TODAY'S PRIZE LIST

The Yorkshire Evening Post and SSAFA are grateful to the following individuals and organisations for their generosity in donating prizes for the tombola (proceeds for SSAFA) on the Y.E.P. stand, and for other competitions at today's air display:

QANTAS AIRWAYS — Travel bags. **AIRWAY HOLIDAYS LTD.**—£100 holiday voucher. **WALLACE ARNOLD TOURS LTD.** — Shoe shine kit and tankard; excursion for two to Calais and Boulogne. **HEMINGWAYS DEPARTMENT STORE** — Set of towels. **BRITISH MIDLAND AIRWAYS LTD.** — Two free return tickets, Leeds/Bradford to Heathrow. **CUNARD LINE LTD.** — Bottle of champagne. **VOYAGER INTERNATIONAL**—Shopping voucher. **LEWIS'S (LEEDS) LTD.** — Two £10 gift vouchers. **NATIONAL TRAVEL (EAST) LTD.** — £10 travel voucher. **YORKSHIRE POST STUDIOS** — Portrait sitting. **LEEDS INDUSTRIAL CO-OP SOCIETY LTD.** — Hitachi radio. **WOODCOCK TRAVEL** — Bottle of whisky. **DEBENHAMS, BRIGGATE, LEEDS** — £20 gift voucher. **PICKFORDS TRAVEL** — Writing wallet, desk calendar and thermometer, leather credit card wallets, leather note pads. **SEALINK UK LTD.** — Free return travel for car and two people via Sealink route to Ireland or the Continent. **SINGAPORE AIRLINES LTD.** — Bottle of champagne. **LONRHO TEXTILES LTD.** — Quilt cover and two pillowcases. **JAMES HILL TRAVEL** — £20 holiday voucher. **NORTH SEA FERRIES** — Pewter tankard. **CITY VARIETIES, LEEDS** — Five tickets for box for "Snow White and Seven Dwarfs" pantomime. **JOSHUA TETLEY & SON** — Two dozen cans of beer; framed colour portrait of Tetley horses; Tetley tankard. **YORKSHIRE TELEVISION** — Three "Calendar" year books. **BEATTIES, KING CHARLES STREET, LEEDS** — Model train kits. **ODEON CINEMA, LEEDS** — Free cinema tickets and other items. **PHILIPS** — Hairdryer. **ABC CINEMA, LEEDS** — 10 double guest tickets. **TABOR HOLIDAYS, BRADFORD** — Bottle of whisky. **JOHN SMITHS, TADCASTER** — Four dozen cans of beer.

YORK RACES 1984

Friday, 15th June
Saturday, 16th June
Friday, 13th July
Saturday, 14th July
Tuesday, 21st August
Wednesday, 22nd August

Thursday, 23rd August
Wednesday, 5th September
Thursday, 6th September
Wednesday, 10th October
Thursday, 11th October
Saturday, 13th October

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