



100 years
of family care

SSAFA AIR DISPLAY



SOUVENIR
PROGRAMME

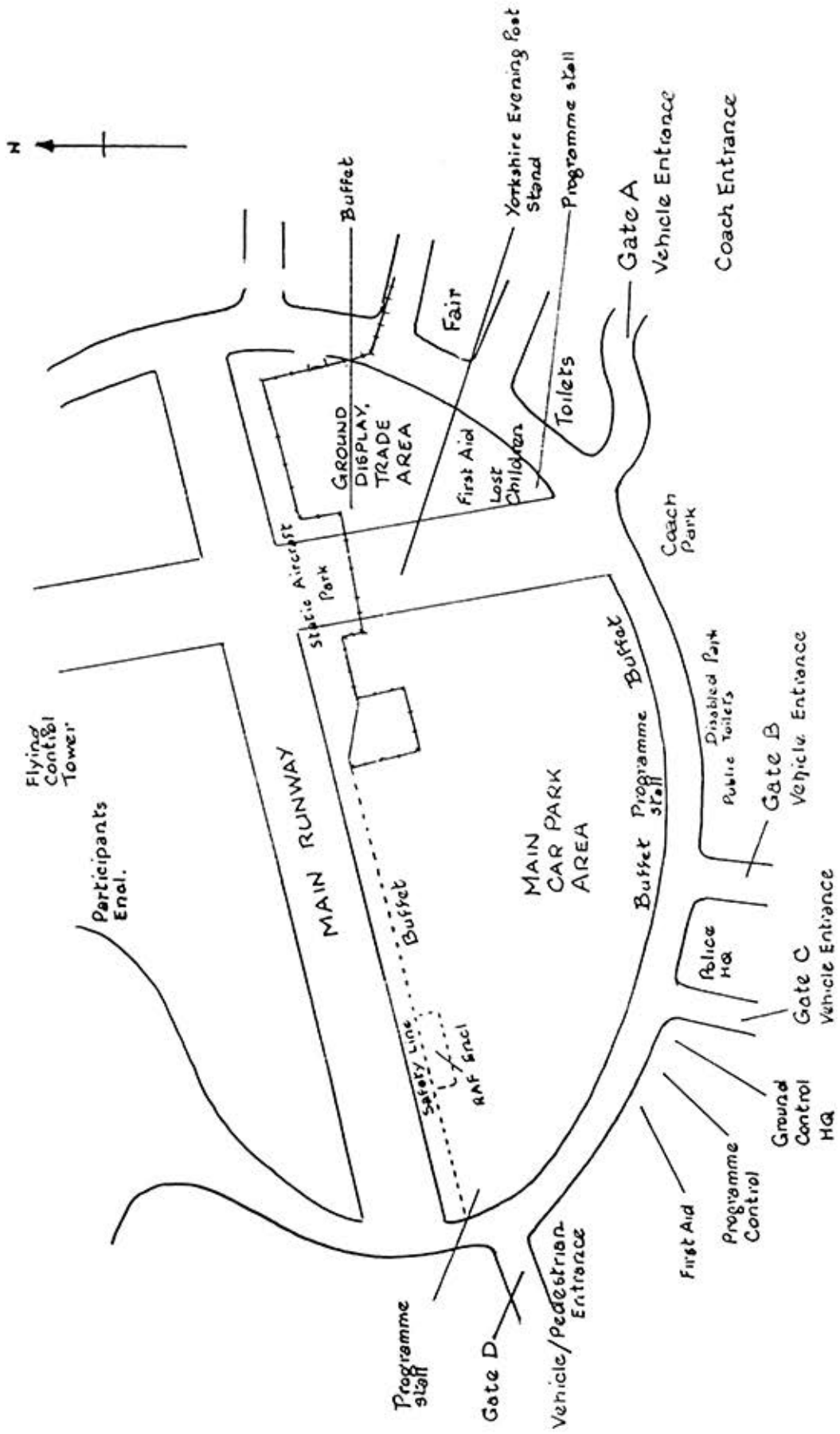
£1

Sunday 9th June 1985
RAF CHURCH FENTON

Sponsored by the

Yorkshire
EVENING POST

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



THE RED ARROWS' 21st

In a Foreword to the 1985 Official Brochure on The Red Arrows, Air Commodore R. J. Kemball, C.B.E., A.D.C., RAF, Commandant of the Central Flying School, records that at the end of this summer, they will have completed 21 seasons as the Royal Air Force Aerobatic Team and they have now presented more than 1,850 displays in Europe, America and the Middle East.

This is a remarkable record when one considers that The Red Arrows are a standard RAF squadron whose peace-time role is to demonstrate the qualities and skills demanded of all RAF officers, airmen and airwomen.

In wartime conditions their aircraft would be camouflaged, armed with a 30mm Aden cannon and two Sidewinder missiles, and be used by the team pilots to augment the U.K. air defence force.

The Squadron is a part of the Central Flying School and comprises nine pilots led by S/Ldr Richard Thomas; a S/Ldr Manager, a Warrant Officer Adjutant in charge of three administration staff, a flight-planning clerk, and two engineering officers responsible for approximately 80 technicians and the extremely high standards of aircraft serviceability vital to performing the displays.

The nine pilots have varying backgrounds and are a cross-section of the RAF's fast jet aircrew. Between them they have amassed some 24,000 flying hours and most have served for at least 12 years in the Royal Air Force.

The tour on The Red Arrows is normally three years, after which the pilots return to front line or instructional

duties. The changing of three pilots each year is the best compromise between the injection of "new blood" and maintaining a stable, experienced foundation on which to build the next year's air display.

When not flying, the pilots are kept busy answering the massive amount of correspondence received from the public, as well as planning the routes to various air displays, sorting and distributing publicity material, on lectures and visits to various charities and sorting-out the normal problems that occur on any squadron.

The massive amount of paperwork generated to mount a successful season is processed by the administration staff, and closely co-ordinated by the Manager and Adjutant. The organisation of accommodation, transport, eating facilities, fuel and diesel supplies, Hercules support, parking space and diplomatic clearances, have to be completed months in advance.

During the winter the Squadron is based at RAF Scampton, near Lincoln. Once the season starts, the Team operates from the closest suitable airfield to the display site.

While operating away from base, support is provided by 27 travelling technicians and an engineering officer. A Hercules transport aircraft carries spare equipment and those technicians who cannot be carried in the rear seats of the 10 Hawks. Minor repairs and daily servicing are carried-out by the travelling ground crew but should any major rectification be required, the remaining 50 ground crew are standing by at RAF Scampton.

RAF Church Fenton — a potted history

Because of its many roles over the years, RAF Church Fenton is one of the best-known Royal Air Force stations in the country.

Built in the mid-1930s to help counter the emergence of German air power by providing a defence for northern industrial cities, the station was first equipped with Gauntlet and Gladiator fighters, these being replaced by Hurricanes and Spitfires on the outbreak of World War Two. During the period of the Battle of Britain, they fought many actions, mainly in the defence of East Coast and inland towns.

In 1941, the station became a training unit for night fighter pilots but the following year new fighter squadrons arrived, chiefly equipped with Beaufighters and Mosquitoes.

With the coming of peace, the squadrons at Church Fenton converted to training and this continued until 1959 when the station's long association with Fighter Command came to an end and it was transferred to

Flying Training Command, principally No. 23 Group H.Q.

In 1962, Church Fenton became the home of No. 7 Flying Training School (Jet Provosts) and in 1966, for a brief period, an Advanced Training Flight using Vampire T11 aircraft operated alongside No. 7 FTS.

No. 7 FTS was disbanded late in 1966 and the station handed over to primary training squadrons, to be joined in 1968 by the Aircrew Officer Training School. That same year, the station was transferred to No. 22 Group and Training Command.

In 1969 the AOTS moved to RAF Henlow but flying continued at Church Fenton with Chipmunks and Bulldogs until 1974 when the station was put on a care and maintenance basis.

It was re-opened in September, 1978 as a Flying Training School and is today responsible for the basic jet training of RAF pilots and for "refresher" training for pilots who have been away from flying duties.

Catalina is a star attraction

Undoubtedly one of the "star" attractions for air enthusiasts at today's display is the Catalina PB5Y-5A amphibious flying boat which appears in all its glory in a colour picture on the centre spread of this programme.

One of the most interesting looking aircraft to take to the skies, the Catalina also established performance records that turned it into one of the world's most famous flying boats. The Catalina, or Consolidated Model 28, resulted from the XP3Y-1 which had been ordered by the U.S. Navy in 1933. Such was the success of that aircraft that the U.S. Navy extended its requirement and the prototype was returned to Consolidated for the fitting of the more powerful engines called for in the production model PB5Y-1.

In due course, the XPBY-1 flew non-stop from Norfolk, Virginia, to San Diego, California, a distance of 3,443 miles, to establish a new International Distance Record. The first of 60 PB5Y-1s was delivered to the U.S. Navy in 1936 and a further order followed for variants.

During 1938 the Soviet Union purchased three aircraft of this type, together with a licence to manufacture. The Russian version, designated GST, appeared late in 1939 and several hundred of the type were built for the Soviet Navy.

The flying boat had been dubbed "Catalina" by its manufacturers, although this name was not officially adopted by the U.S. Navy until October 1, 1941.

The success of the Catalina also aroused the interest of the British Air Ministry and one example was purchased for evaluation in 1939 and flown across the Atlantic. With the outbreak of war, 50 of the type were ordered.

It was in 1939 that the first PB5Y-4 was returned to Consolidated for conversion as an amphibian with a retractable nose-wheel.

By the end of World War Two, nearly 600 Catalinas had been delivered to the RAF and they gave sterling service in reconnaissance, bomber, anti-submarine warfare, transport and air/sea rescue roles. Two Catalina pilots received the VC.

RAF Catalinas first made big news when one of No. 209 Squadron's aircraft located the German battleship Bismarck, a sighting which eventually led to the ship's destruction by the Royal Navy.

The approach of a Japanese carrier force for an attack on Ceylon was spotted by Catalinas and resulted in the loss of three of the aircraft. Sir Winston Churchill is said to have considered the most dangerous moment of the Far East war to be when the Catalinas spotted the Japanese heading for the huge naval base there.

Few Catalinas survived the spotting of an enemy naval force which had air cover. Close to the truth was the apocryphal story of the coded signal from a searching Catalina which turned out to read: "Sighted enemy naval force. Please inform next of kin!"

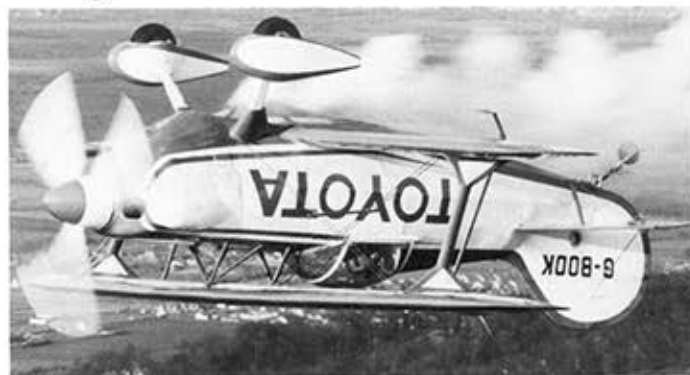
The "Cat" we are seeing today was built in 1945 for the U.S. Navy. After the war it passed into civilian ownership in America and was then sold to a Canadian geophysical survey company until purchased by its present owners.

It appears in authentic World War Two markings of 209 Squadron. The Coastal Command paint scheme is stunning and unique on the air display circuit. The serial DA-Y is carried, being representative of the aircraft flown by Flying Officer J. Cruickshank when he won his VC.

He was awarded this when, after being struck in 72 places by fragments of flak, he attacked and sank a U-boat! Despite his wounds he remained conscious and maintained command until he could land at base and ensure the safety of his crew.

The crew today comprises pilots John Watts and Paul Warren Wilson; along with Arthur Gibson, a distinguished aviation photographer.

Toyota Pitts



Brian Lecomber has been among the "star turns" at previous SSAFA displays and we can expect no less of him today: but his aircraft will have a new look.

This is Toyota's first year of involvement in display flying and the highly-modified Toyota Pitts is one of the most advanced aerobatic biplanes in the world. Powered by a 220 hp engine, it has a wingspan of just 17ft and weighs less than the smallest car in the Toyota range!

Its maximum speed is over 200mph and in snap-rolling figures it will slam 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 backward, rolling as it goes!

Brian flew with the Rothmans Aerobatic Team in 1979 and 1980 and has been appearing as a solo aerobatic specialist since then. He has flown more than 800 public displays and has won most of Britain's aerobatic competitions, including the British Championship Freestyle section.

Before turning to professional flying he was at various times a racing mechanic, journalist, wing-walker in a flying circus, a sailor, and a flying instructor on the Caribbean island of Antigua.

Sea Harrier



The only operational VSTOL jet aircraft in the Western world, the Harrier and its Pegasus engine have been developed and produced over the last 18 years. Derived from the GR3, the Sea Harrier first flew with the trials unit in 1978 and underwent extensive trials both ashore and afloat. It was developed to meet Royal Navy requirements for a multi-role VSTOL weapons system for defensive and offensive operations.

The Pegasus 104 engine of the FRS1 delivers 21,500 lbs of static thrust. Top speed at sea level is 600 knots with a maximum operating height of 40,000 ft.

Pilot of the Sea Harrier today is Lt. David Morgan, DSC, RN, who is at present serving with 801 Naval Air Squadron embarked in HMS Invincible. Lt. Morgan recently transferred from the RAF to the RN and, until the end of September, 1984, he was serving with 899 NAS as an instructor on the Sea Harrier. Prior to that he served with No. 3 (Fighter) Squadron in Germany, flying Harrier GR3s.

Lt. Morgan has flown both helicopters and fast jet aircraft and has over 3,200 hours total flying time, 1,500 of which are on the Harrier. Whilst serving with

HMS Hermes, in 1982, he flew 57 operational sorties during the Falkland Islands' campaign and was credited with the destruction of two Argentine fighter aircraft and two helicopters.

On his first raid, he was hit by a 20mm anti-aircraft shell over Stanley Airfield but the damage was not serious and he managed to return and land safely on HMS Hermes.

For his performance in the conflict, Lt. Morgan was awarded the Distinguished Service Cross, a most unusual honour as he was then an RAF officer. The award had been granted on only 11 previous occasions in the history of the RAF.

Outside of flying, he devotes much time to raising funds for the British Heart Foundation, for the fact that he is flying today is a tribute to the skill of surgeons who carried out open heart surgery on him, at the age of 16, to correct a potentially crippling heart defect.

His father, Lt. Commander Ivor Morgan RD, RNR, is also a former Fleet Air Arm pilot and is now the headmaster of a Wakefield school.

Canadian Armed Forces

We extend a warm welcome to members of the Canadian Armed Forces, appearing for the first time in the Church Fenton display, and whose aircraft today are the de Havilland Canada DHC-7 ("Dash Seven"); the CP-140 Aurora and the Canadair T-33. All three aircraft can be seen in the Static Aircraft Park.

The Dash-7 is a four turboprop STOL transport and the first prototype flew on March 27, 1975. The first aircraft to enter service was c/n.4 with Rocky Mountain Airways (USA) on February 3, 1978.

Powered by four Pratt & Whitney Canada PT6A-50 turboprops, each rated at 1,120 shp, the Dash-7 has a span of 93 ft; a length of 80 ft 7 ins and a height of 26 ft 2 ins. It carries a flight deck crew of two and there are seats for 50 passengers in the civil version. Maximum take-off weight is 44,000 lbs and the range is 795 miles.

The CP-140 Aurora is the Canadian Armed Forces' version of the Lockheed Orion. The purchase of 18 special variants of the Orion was announced on July 21, 1976, to replace the CP.107 Argus maritime reconnaissance aircraft.

Designated CP-140, each of the variants combines the Orion airframe, power plant and basic systems. The aircraft is able to perform missions of more than 4,600 miles on flights of up to 17 hours' duration. The first CP-140 made its first flight on May 29, 1980. The aircraft's maximum speed is 432 mph.

Powered by four, 4,910 ehp Allison T56-A-14 turboprops, the CP-140 has a 10-man crew, carries extensive avionics equipment and has a fuel capacity of 34,826 litres.

Oldest of the Canadian visitors is the T-33A, a two-seat trainer development of the Lockheed F-80 Shooting Star. Built under licence by Canadair, the aircraft has a maximum speed of 543 mph; a span of 38 ft 10½ ins; length of 37 ft 9 ins and a height of 11 ft 4 ins. It stalls at 102 mph.



Battle of Britain Memorial Flight

When Lancaster PA 474 was built by Vickers Armstrongs at Chester in 1945, no-one could have imagined that this ordinary production aircraft – then a basic B1 reconnaissance/bomber, modified to Far East standards for use with “Tiger Force” during Japanese hostilities – was destined to become one of the most famous veteran aircraft in the world.

The “heavy” of the Battle of Britain Memorial Flight, she was one of 7,377 Lancasters built – many of them in the “shadow factory” alongside the Leeds and Bradford Airport. Of that total 3,349 failed to return from operations and PA 474 is the only surviving airworthy example of this highly-efficient bomber.

Currently, PA 474 is in the markings of an aircraft of 101 Squadron (SR-D). This squadron was engaged in electronic counter-measures duties during World War Two and carried an extra crew member to operate the jamming equipment. The peak of their jamming activity was on D-Day when 21 aircraft were despatched to jam enemy radio signals and prevent interference by enemy night fighters.

During the war, 101 Squadron had a higher number of casualties on operational sorties than any other squadron in Bomber Command and, until recently, much of the squadron’s activity has been covered by the Official Secrets Act.

However, whatever the stories and romance associated with 101 Squadron, and the Lancaster, the smaller aircraft of the Battle of Britain Memorial Flight will today attract just as much attention, for these were the types of aircraft, the Hurricane and the Spitfire, which actually took part in the Battle of Britain.

Hurricane LF 363 (11c) was delivered to No. 5 Maintenance Unit on January 28, 1944 and later to 63 Squadron. It is believed to be the last Hurricane to enter RAF service. The aircraft also saw service with 309 (Polish) and 26 Squadrons before the war ended. She was one of the original aircraft supplied to the Memorial Flight in 1957 and, up until 1959, this aircraft was used to lead the annual flypast over London on Battle of Britain Sunday. Like other aircraft on the Flight, LF 363 has appeared in several films, including “Angels One Five,” “Reach For The Sky” and “The One That Got Away.”

PZ 865 (11c) was built in 1944 at Langley, Bucks, and was the last of 14,533 Hurricanes to be built. During her construction, workers hung a “The Last of the Many” notice above the aircraft and this slogan was also painted on the fuselage.

At her roll out a special ceremony was staged, with PZ 865 in pride of place, flanked by one of her predecessors, the Hawker Hart, and one of her successors, the Hawker Tempest. She does not now carry any squadron codes but is painted in the factory camouflage scheme of the time and still carries “The Last of the Many” on her fuselage.

In 1981 a piece of faded canvas was discovered rolled-up in a dustbin at the back of a museum. This scrap of canvas turned out to be the original piece of the aircraft bearing that inscription and it was rescued to take pride of place in the Memorial Flight crewroom.

The Spitfires of the Flight are of the breed of aircraft that was to become the most famous fighter of all time. Over 22,000 Spitfires of 36 distinct operational marks were built and the Memorial Flight has a few of the last remaining “Spits”.

AB 910(Vb), ordered as a Mk. 1, was converted to a Mk.Vb during construction at Castle Bromwich. This was the aircraft on which a WAAF – LACW Margaret Horton – got an unexpected flight on August 9, 1945. Detailed to sit on the tail whilst it was taxiing in a strong wind, she was horrified when the pilot – who did not know she was there – took off. Fortunately, he was not happy with the aircraft’s performance and landed after a single circuit, much to the relief of LACW Horton!

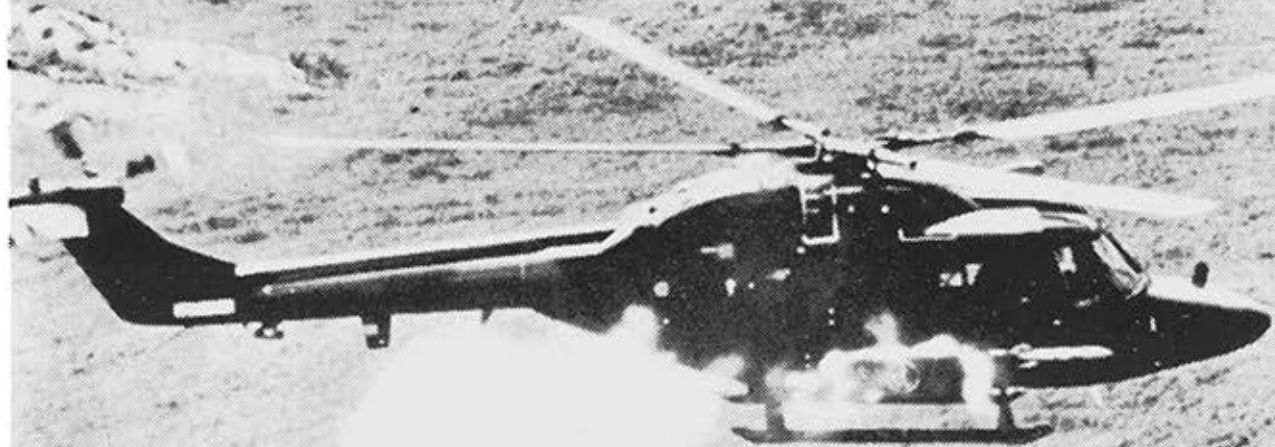
PS 853 was delivered to No. 1 Photographic Reconnaissance Unit at Benson on January 13, 1945 and is still painted all blue, with no squadron identification codes, to be representative of PR aircraft. PS 853 has not flown for the last few years as the Rolls-Royce Griffon Mk.61 engine originally fitted to the aircraft had come to the end of its life. As there were no more serviceable Mk.61s, Rolls-Royce adapted some ex-Shackleton Mk.58s to fit and the aircraft is now good for several more years’ flying.

P 7350 (Mk. 11a) was built at Castle Bromwich in 1940 and took part in the Battle of Britain. The aircraft was presented to the Memorial Flight in 1965 and is now marked with the codes EB-Z, representing a Mk. 11 presented by the Royal Observer Corps to the RAF and operated by 41 Squadron.

PM 631 (Mk. XIX) has a similar history to PS 853 and currently wears the codes DL-E of a Mk. XIV of 91 Squadron.

TANKBUSTER

Britain's world beating advanced technology helicopter.
Fast, agile, all weather, twin engined.
Battlefield Lynx, equipped with Hot or Tow missiles – the complete anti-tank weapon system.
Battlefield Lynx, in full production to meet orders from armed forces throughout the world



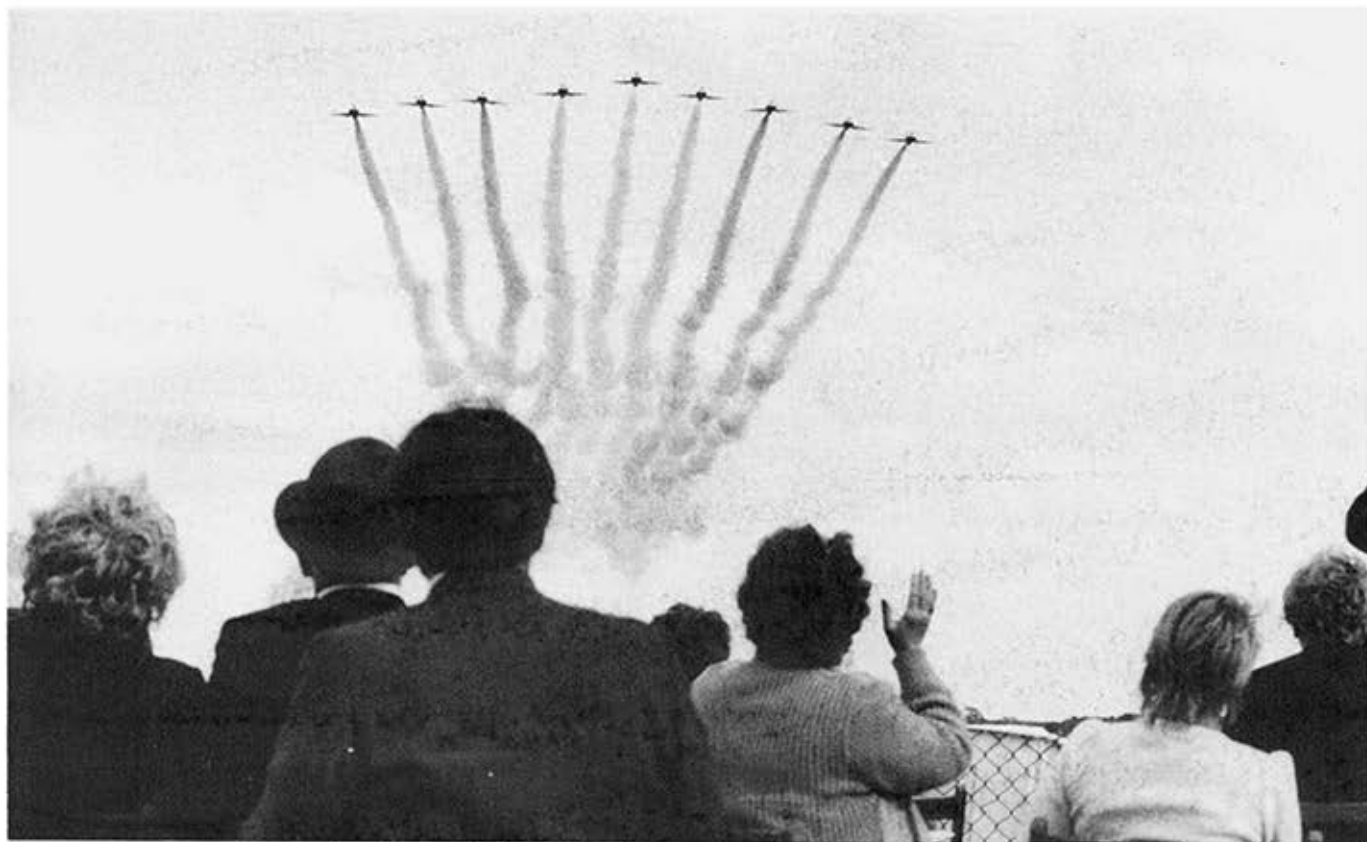
Westland[®]

WESTLAND HELICOPTERS YEOVIL ENGLAND

The Queen's Award to Industry has been won 7 times by Companies in the Westland Group.



HERE THEY COME !



A classic air display scene: a section of the crowd looks up to witness the arrival of The Red Arrows to play their part in the 1983 show.



You don't have to hope for the best.

**FLY FROM LEEDS/BRADFORD ON YOUR
SUMMER '85 HOLIDAY TO:**



**COSTA BLANCA
COSTA BRAVA
CORFU
IBIZA
MAJORCA
AUSTRIA**

THE CHOICE IS YOURS !!

**See your local travel agent for details
You don't have to hope for the best**

ATOL 152

A SON ET LUMIÈRE PRODUCTION

THE HEART OF THE NATION

**Nightly performances at 9.00 pm from
13th August — 14th September 1985 Monday to Saturday
Horse Guards Parade, London, SW1**

A chronicle of history played out on Horse Guards Parade amidst the
ghosts of Whitehall. The cast of voices will include those of:

**Anthony Andrews, Peter Barkworth, Isabel Dean, Maurice Denham,
John Gielgud, Hannah Gordon, Robert Hardy, Gordon Jackson,
Penelope Keith, David Langton, Keith Michell, Paul Scofield, Barbara
Windsor and Edward Woodward**

Written by Rosemary Anne Sisson. Directed by Christopher Venning. Produced by Michael Parker.
All proceeds in aid of SSAFA (Soldiers', Sailors' and Airmen's Families Association)

BOOKING INFORMATION

All seats under cover. Tickets: £6.00 & £5.00
Tickets and all information from:
"The Heart of the Nation" Box Office, SSAFA,
27 Queen Anne's Gate, London SW1H 9BZ
(postal bookings only). Tel: 01-222 9228

Presented in association with Hogg Robinson

Sea King

One of the Navy's front-line anti-submarine squadrons, No. 814 is based at RNAS Culdrose, Cornwall, but spends most of its time embarked in its mother ship, the aircraft carrier HMS *Illustrious*.

No. 814 is equipped with Sea King Mk.5 helicopters which are designed to operate in nil visibility, in the worst weather, down to 40 ft above the sea. The Sea King's sensors include a sonar which can be lowered from the aircraft deep into the sea to listen for submarines. The helicopter is capable of carrying torpedoes and depth charges to destroy enemy submarines long before they ever become a danger to the surface fleet.



The helicopter has two pilots, an observer (who is the airborne tactical expert), and an aircrewman who operates the sonar unit. Crew of the aircraft in today's display are:

1st Pilot: Lt-Commander Dave Goodall, Senior Pilot of the squadron, who has clocked-up over 3,000 flying hours. He joined the Navy from school in 1973 and has flown many types of helicopters. In 1979 he became a helicopter instructor and saw service in the Falklands as a Lynx pilot, embarked in HMS *Southampton*.

2nd Pilot: Sub-Lieutenant Tim De La Fosse has been in 814 Squadron for 18 months – his first tour of duty in a Front Line Naval Air Squadron. He joined the Navy in 1981 after five years as a constable in the Warwickshire Constabulary.

Observer: Sub-Lieutenant Tim Lewis came out of training a year ago and this is his first Front Line tour. He originally entered the Navy as an Air Mechanic, working on Harriers and gained his commission in 1983.

Sea Fury

The Sea Fury was the Fleet Air Arm's last piston-engined fighter in First Line service, from 1947 to 1954. It was also the first British naval fighter in regular service with power-folding wings.

The prototype Sea Fury, which first flew on February 21, 1945, was a naval version of the Fury I which was designed as a replacement for the Tempest in the RAF. Total production of the Sea Fury amounted to 725, consisting of 50 F10s, 615 FB11s and 60 T20s.

Powered by a Bristol Centaurus 18 engine, developing 2,480 hp from its 18 cylinders, the Sea Fury is capable of 425 knots. Its armament consisted of four



20mm Hispano cannon with bombs or rockets carried underwing.

Two Sea Furies are still flying: FB11, (TF 956), (pictured here) which flew in the Korean War, and is scheduled to fly at Church Fenton today; and the two-seat T20 (WG 655) which was the last of its type to be built.

Sea Hawk

One of the Royal Navy's Historic Flight aircraft, Sea Hawk WV 908 was originally built as an FGA4 by Armstrong Whitworth at Baginton, Coventry, then re-assembled at Bitteswell and first test-flown on December 31, 1954.

It was delivered to RNAS Abbotsinch, Scotland, on February 10, 1955 and seven days later joined 807 Squadron, based at Brawdy, or embarked in HMS *Ark Royal* or HMS *Bulwark*.

In July, 1957, the Sea Hawk was flown to RNAS Lee-on-Solent for conversion to a FGA6 and the following year was transferred to Lossiemouth. Within



three weeks, she was returned to Fleetlands for repairs caused by a wheels-up landing. Rejoining 806 Squadron on July 24, 1959, she then had a somewhat chequered career, divided between operational service and spells in storage until 1976 when she was restored to flying condition and two years later flew for the first time since 1962.

Now in the colours of 806 (Ace of Diamonds) Squadron – the first Fleet Air Arm Squadron to be equipped with Sea Hawks – she is a welcome attraction at air shows all over Britain.

Engine: Rolls-Royce Nene of 5,300 lbs static thrust; maximum speed: 560 mph; Service ceiling: 44,500 ft; Length: 39 ft 10 ins; Span: 39 ft.

You'll need more than superglue and your Mum's tweezers to fix this.

An Army chopper is grounded and you're miles from the nearest workshop. A bit different from tinkering with the bike on a Sunday afternoon.

Or repairing the toaster.

In a scrape like this, only two things can help you get that chopper crew back in the air.

A first class Army technical training.

And the cool head and strong nerves that come with all Army training.

Both of which you'll acquire as a Technician Apprentice at one of the Army's three Colleges.

With the technical grounding they provide, you'll be able to tackle an impressive range of tasks from repairing a satellite communication system to running a power station overseas.

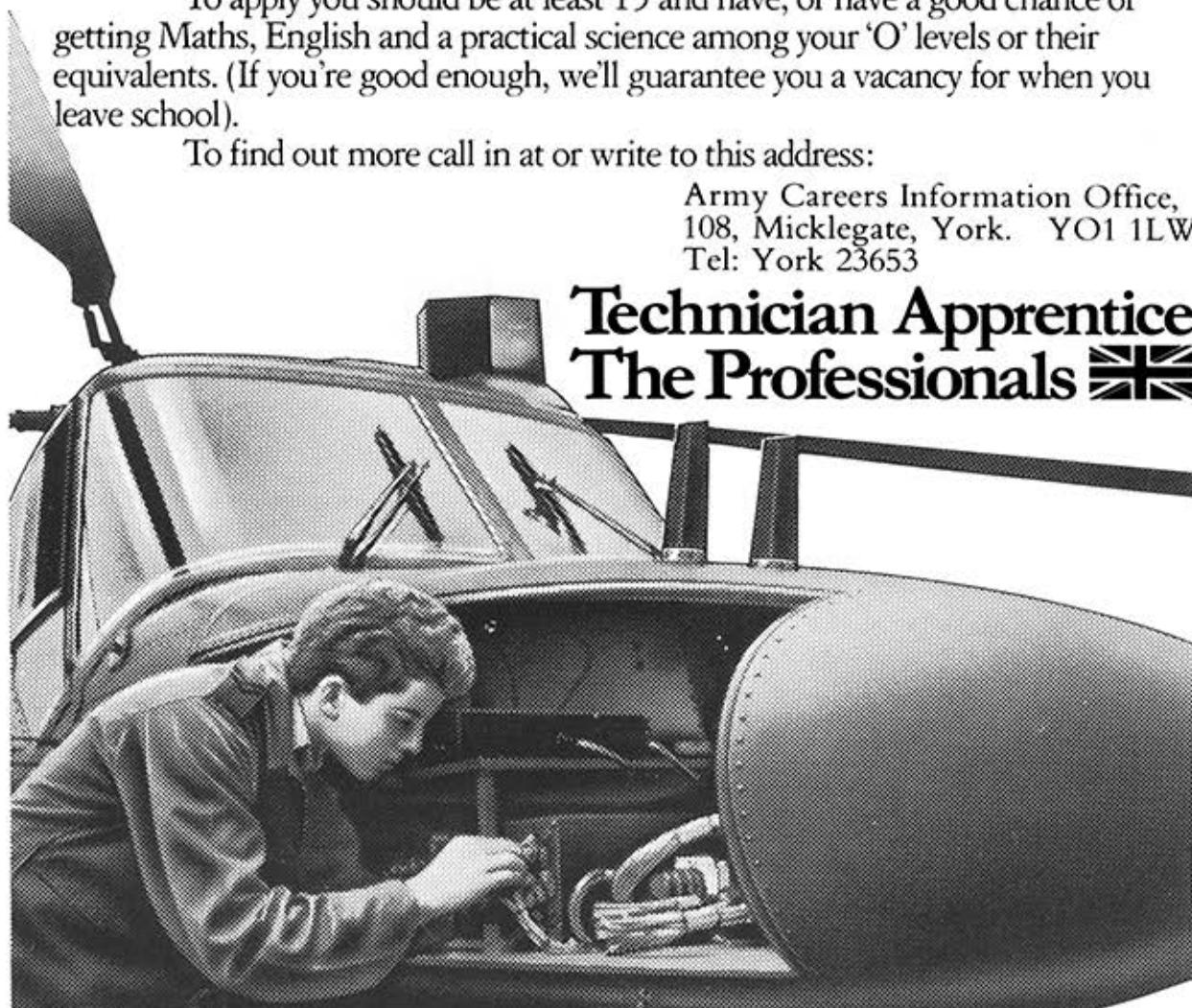
Once qualified you'll get over £8000 a year, the chance of a civilian recognized award, and have excellent promotion prospects.

To apply you should be at least 15 and have, or have a good chance of getting Maths, English and a practical science among your 'O' levels or their equivalents. (If you're good enough, we'll guarantee you a vacancy for when you leave school).

To find out more call in at or write to this address:

Army Careers Information Office,
108, Micklegate, York. YO1 1LW
Tel: York 23653

Technician Apprentice The Professionals



Royal Marines Free-Fall Team

No strangers to RAF Church Fenton, where they have put on some magnificent displays in the past, The Royal Marines Free Fall Team is formed from volunteers within the corps. It has existed in its present form since 1977.



The team's purpose is to provide displays at shows and schools around the United Kingdom and it comes under the command of "R" Commando Company which is based at Poole, in Dorset.

Those men who are nominated for team training spend one year at the Joint Service Parachute Centre at Netheravon, culminating in six weeks winter training in Florida during which final selection takes place. Each team member can expect to serve for two years with the display team before returning to general commando duties.

The team travels to displays in a Royal Navy Wessex Mk.5 helicopter from the Royal Naval Air Station at Yeovilton. Powered by two gas turbine engines, the aircraft has a top speed of 130mph. Crewed by a pilot and an aircrewman, the Wessex is capable of carrying 12 fully-armed commandos.

There is a sliding door on the starboard side through which the team makes its exit. Falling at speeds of over 120mph, the jumpers demonstrate relative work and, having deployed their canopies, provide an exhibition of canopy relative work. Relative work is the art of free fall and, having exited the aircraft, the parachutists achieve speeds of up to 123 mph.

In order to move to a particular position in the sky, each individual alters the attitude of his body in flight to deflect air and thereby achieve lateral movement as well as vertical fall. The team display the art of relative work by creating various patterns in free fall which are both marvellous to perform and also to view from the ground.

Canopy relative work denotes the controlled collision of two jumpers under parachutes so that they "hook up" with each other in flight. In doing so, they form a biplane or two man "stack", which is the base on which other canopies may dock. The top man in the formation controls the canopies beneath him and the Royal Marines team hold the European Record in Canopy Relative Work having achieved a stack of 17 over Netheravon in April, 1984.

Slingsby Firefly

The name of Slingsby has been associated with gliders and sailplanes in Yorkshire since the 1930s. But Slingsby's outstanding contribution to light aviation these days is the T67 Firefly, an all-glass reinforced plastic fibreglass trainer, that combines classic good looks with superb handling and excellent visibility.

The two-seat T67 comes in four versions: from the economical T67B with a 113bhp carburettor engine to the fully aerobatic T67M with a fuel injection 160bhp engine and constant speed propeller.

It is a versatile aircraft suitable for ab initio training, follow-on training, instrument training and aerobatic training and the T67M version is highly-suitable for primary military pilot training.

There is unrivalled visibility from the one-piece canopy and the handling is superb, for the Firefly combines the traditional virtues of responsive handling with the latest in materials technology: corrosion-free glass reinforced plastic. It features wide-track, has a direct steering nosewheel and excellent crosswind performance.

Maximum take-off weight of the T67M is 2,000-lbs and the maximum climb rate is 1,200ft per minute. Its maximum speed is 136knots and the take-off distance to clear 20ft is 1,247ft.

Pilot of the Firefly today is the man who has given some excellent displays at previous SSAFA shows: Slingsby's chief test pilot, Norrie Groves, who entered the RAF as a trainee pilot in 1941 and stayed on until 1973, his last station being Church Fenton.

He has flown about 80 types including: Miles Magister and Master; Bristol Beaufort and Beaufighter; Gloster Meteor; de Havilland Tiger Moth, Hornet, Mosquito, Vampire and Venom; Hawker Hart, Tempest and Hunter; Avro Lancaster, Shackleton and Anson.

Few people can know the Vale of York area better than he does: he spent the last 10 years of his RAF life instructing on Chipmunks and Jet Provosts at Linton, Leeming and Church Fenton and has spent the last 11 years, "as a hobby", testing Slingsby gliders and aircraft.

**WHICH BUILDING SOCIETY
GIVES OVER 10 MILLION PEOPLE
A LITTLE XTRA HELP?**

HALIFAX.THE WORLD'S N°1.





Blackburn's Superb B2

The record for appearances in the SSAFA Display must surely go to the Blackburn B2. Although this beautiful biplane has regularly attended our displays, its pleasant lines continue to attract attention year after year.

G-AEBJ is the sole surviving B2 and the 37th production aircraft of a type which first received its Certificate of Airworthiness in 1936. A side-by-side two-seat trainer, the first prototype of which was flown from Brough, East Yorkshire, on December 10, 1931, it was deliberately made immensely strong to withstand the hard knocks of instructional flying.

Pilot of the aircraft today is Richard John Chandler, Head of Management Services at British Aerospace, Brough, where G-AEBJ is kept in such superb condition. An ex-RAF, ex-airline and BAe test pilot, he has a total of 13,000 flying hours on 120 types of aircraft.

Royal Navy Lynx

The Royal Navy Lynx in today's air show will be operated by a crew from 702 Naval Air Squadron, based at Portland.

Since its formation in 1936, as a Catapult Training Squadron equipped with Fairey Seal and Swordfish aircraft, the squadron's varied tasks have included: long-range operations for merchant cruisers with Sea Fox and Hurricane aircraft (1940-43); instrument flying training with Oxfords and Harvards (1945-48); naval jet evaluation and training (1949-52) and conversion training for piston-engined pilots to jets with Sea Vampire, Meteor and Attacker aircraft.

Reforming in its present guise as 700L Intensive Flying Trials Unit at RNAS Yeovilton in January, 1978,

No. 702 Squadron initially provided training for all Lynx aircrew and maintainers and also parented all the Front Line Ships Flights. In January, 1981, the Squadron was split into two: 702 kept the training task and 815 was formed to take over the parent role. 702 moved to Portland in July, 1982 and currently operates a mixture of 12 Lynx HAS Mk.2/3 to fulfil her training role.

The Lynx is a lightweight, all-weather, multi-purpose helicopter and all Type 22 frigates, Type 42 and County



Class destroyers and Exocet and Seawolf Leander Frigates carry a Lynx. The main roles of the Lynx are anti-surface vessel warfare and anti-submarine warfare.

Maximum speed of the Lynx is 150 knots, with a normal cruising speed of 120 knots. Endurance of the machine is 2 hrs 45 mins but this can be increased to four hours with the addition of extra fuel tanks which give it a range up to 250 miles.

Yorkshire
EVENING POST
Meet Me in St. Louis Contest

in association with-


TWA


Sheraton
Hotels, Inns & Resorts Worldwide
The hospitality people of IIT


AVIS

**WIN A FREE HOLIDAY IN
ST. LOUIS & NEW ORLEANS**



unequaled in its range of aerospace programmes

1. BAe146 regional jet airliner
2. ATP Advanced Turboprop airliner
3. Jetstream 31 light turboprop transport
4. BAe 125-800 business jet
5. Super 748 turboprop transport
6. Airbus A300 wide-body jetliner
7. Airbus A310 wide-body jetliner
8. Airbus A320 short/medium-range jetliner
9. Olympus communications satellite
10. Skynet 4 military communications satellite
11. Glotto scientific satellite
12. MARECS maritime communications satellite
13. NASA/ESA Space Telescope space observatory
14. Skylark scientific research rocket
15. EAP Experimental Aircraft Programme
16. T-45A Hawk jet trainer for US Navy
17. Hawk trainer/ground attack aircraft
18. Hawk 200 single-seat light fighter
19. Tornado F2 air defence variant
20. Tornado all-weather combat aircraft
21. Harrier II advanced V/STOL combat aircraft
22. Sea Harrier carrier-borne V/STOL combat aircraft
23. Nimrod Mk 3 airborne early warning aircraft
24. VC 10 flight refuelling tanker
25. Jaguar International tactical strike aircraft
26. Sea Eagle sea-skimming anti-ship missile
27. ALARM Air-Launched Anti-Radar Missile
28. Sky Flash medium-range air-to-air missile
29. Swingfire long-range anti-tank missile
30. Sea Dart shipborne area defence weapon
31. Sea Skua helicopter-launched anti-ship missile
32. Seawolf shipborne point defence missile
33. Rapier low-level air defence missile system
34. ASRAAM Advanced Short-Range Air-to-Air Missile



BRITISH AEROSPACE PLC 100 PALL MALL LONDON SW1



Drop in anytime...
to your local **N C P car park**

**National Car Parks Ltd., P.O. Box No. 4NH, 21 Bryanston Street,
 Marble Arch, London, W1A 4NH. Telephone: 01-499 7050.**

Royal Air Force
NEWS

The official newspaper of the

ROYAL AIR FORCE

In handy size and popular style. The Newspaper, NOW contains 24 pages of service news and views, sports fixtures, reports and commentaries.

Feature articles on the Royal Air Force of today and yesterday, with Pictures and Cartoons.

Be well informed and send for your copy **NOW**

The "RAF NEWS" is published fortnightly
 Price 12p. Annual subscription: £7.00 (including postage).

RAF NEWS

Please send, post-paid, one copy of the "RAF NEWS" each fortnight for one year. I enclose Cheque-P.O./Money Order, value £7.00 . Please send free copy. .

To(block letters)

AddressDate

Orders to be sent to Business Manager, "RAF NEWS", Turnstile House, 94/99 High Holborn, London, WC1V 6LL. Cheques, Money Orders, Postal Orders to be made payable to the Accounting Officer, Ministry of Defence, and crossed Bank of England A/c Paymaster-General A.P.

ARMY AIR CORPS

Army Air Corps' participation in today's display will include a solo demonstration by a Lynx from Middle Wallop and a tactical demonstration of a Scout and a Gazelle from Netheravon.



The Scout is a six-seater helicopter built by Westland Aircraft Ltd., and powered by a single Nimbus free turbine engine. Introduced into A.A.C. service in 1963 as a utility helicopter, its primary task now is in the anti-tank, guided-weapons role. It has a top speed of 115 knots.



The Gazelle is an Anglo-French five-seater, also built by Westlands. It replaced the Sioux in A.A.C. service in 1974 and is used primarily for reconnaissance, observation, liaison and photography. Its top speed is 167 knots.



Another product of the Westland stable, the Lynx is an 11-seater powered by two Rolls-Royce Gem 100 free-power turbines. It entered A.A.C. service in 1978 to be used in the utility role and is replacing the Scout in the air-to-ground weapons' role with TOW missiles. Its top speed is 156 knots.



The Vintage Pair

Every year, it seems, we hear that the Vintage Pair are unlikely to appear again in the SSAFA display but – here they are again! It says a good deal for British aircraft design and construction that two aircraft of such advanced years can continue to give a creditable performance.

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

Vampire T11 (XH 304) 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.

Dedicated ground crew and five pilots give up much of their own time to keep these two splendid aircraft flying.

Helping Hands

Successful air displays could not be run without the active participation of a number of voluntary organisations which have done a vast amount of splendid work over the years. Among those helping at today's event are:

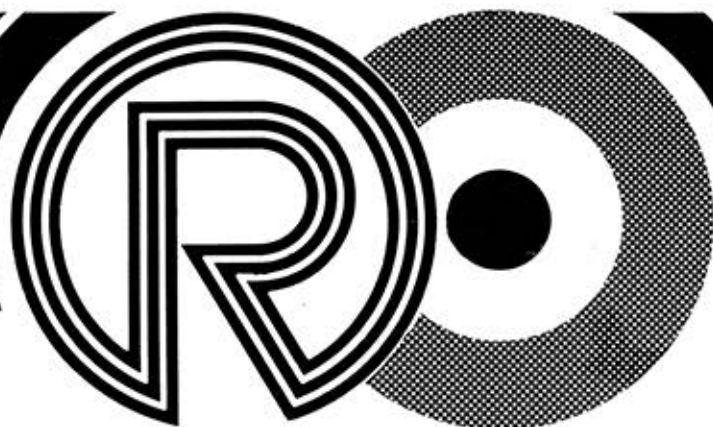
FIRST BN. YORKSHIRE VOLUNTEERS: This is a five company NATO-rolled battalion whose more usual task is to reinforce the Regular Army in Germany. Last year they took part in Exercise Lionheart – the largest mobilisation since World War Two. The five rifle companies are: "A" (Leeds Rifles) Company, in Leeds; "B" (Green Howards) Company, in Middlesbrough; "C" (Duke of Wellingtons) Company, in Halifax; "D" (Hallamshire) Company in Sheffield; and "E" Company in Doncaster. The battalion's headquarters are in York. The battalion is equipped with modern weapons and its members come from all walks of life. On average, they train for two weekends a month and

go on annual camp for two weeks. It traces its history back to 1859 when the Yorkshire Rifle Volunteers were raised.

ST. JOHN AMBULANCE ASSOCIATION: has evolved from the Order of St. John which was founded in 1099 during the capture of Jerusalem by the first Crusade. From First Aid in wartime, interest turned to First Aid in peacetime and, in 1882, the St. John Ambulance Association was born. Members' familiar black and white uniforms are to be seen at countless events all over Britain. The organisation is purely voluntary and wholly dependent on donations and subscriptions.

THE BRITISH RED CROSS SOCIETY: Last year the Red Cross in North Yorkshire staffed First Aid Posts at 486 events; assisted at over 60 blood donor sessions; provided escorts for 66 people who were unable to travel alone; provided holidays for 48 handicapped children and 506 adults; provided a canteen or trolley shop in six hospitals; a beauty care service in nine hospitals and a picture library in 12 hospitals; assisted at eight clubs for the elderly and eight for the disabled – and these were only some of the tasks undertaken by members who have a fine record of public service; and their work is entirely voluntary.

CITY OF LEEDS SEA CADET CORPS: selling official programmes are members of this organisation which will celebrate its Golden Jubilee this year. A youth organisation catering for young people between the ages of 12½ and 18 (male and female) it provides a high standard of training in seamanship, boatwork, (including sailing to RYA standards), canoeing to B.C.U. standards, drill, navigation, communications (Morse, radio, teleprinter), mechanical engineering, electrical, and community awareness. It has an active sporting section and one of its major objects during 1985 is to raise enough money to purchase a Guide Dog for a blind young person in Leeds. New members are always welcome: Parade nights are Monday and Thursday, 1900 hrs to 2100 hrs at the Training Ship Ark Royal, Leeds Lock, Clarence Road, Leeds 10.



RINGWAYS... **the complete motoring** **service for today's** **Ford Pilots**

- New Fords. See us first for the full range of new Fords.
- Any make of used car. Choose a **QUALITY** used car.
- Servicing, any make. Most modern body shop facilities in area.
- Parts. Comprehensive range of Ford Motorcraft parts always in stock.
- Hire & Leasing. Compare our rates and our service.



RINGWAYS

Ringways Garages (Leeds) Limited,
Whitehall Road, Leeds LS12 5NL. Tel: 634222



Mountbatten

*bred by Harkness of Hitchin,
in aid of SSAFA, The Soldiers' Sailors' and
Airmen's Families Association.*



NOW is the time to order the beautiful rose bush MOUNTBATTEN, named after SSAFA's late President, Admiral of the Fleet, The Earl Mountbatten of Burma. The rose is a glorious clear yellow with lustrous olive green leaves. Bushes grow to 4½ feet tall and flower throughout summer and autumn. The MOUNTBATTEN rose bushes sell at £2.75 each plus postage and packing. For each one sold SSAFA receives a donation of 50p.

ORDER FORM	
Please send to R. Harkness & Co. Ltd., The Rose Gardens, Hitchin, Herts SG4 0JT	
Name and address to which roses are to be sent (UK & British Forces Germany only)	Please send
.....	MOUNTBATTEN rose(s) at £2.75 each
.....	* Add packing & postage 1.75
.....	** I enclose cheque/PO
.....	* The postage & packing charge remains the same however many bushes you order.
If proceeds are to benefit a specific SSAFA local branch, please enter branch name here:	** Please enclose S.A.E. if acknowledgement required.
.....	Cheques to be made payable to R. Harkness & Co. Ltd.
Please send me details of the Mountbatten rose silk scarf (tick) <input type="checkbox"/> tea towel <input type="checkbox"/>	

A brand new 'Taste of England' for centenary year

SSAFA WINE

SSAFA Centenary Selection English Wine is a quality Medium wine, pale straw in colour with a crisp, fresh fruit taste and good clear acidity. It is bottled for SSAFA by The English Wine Centre and bears the SSAFA crest on its label. A 10% donation from all sales will benefit SSAFA — indicate on the coupon if you want a particular SSAFA Branch to receive this.

★ ★ ★

English Wine is one of the most up and coming products in the UK and there are now over 1,000 acres producing in excess of one million bottles each year.

If you are able to go to E. Sussex and collect from the English Wine Centre, prices begin at £2.95 per bottle and £34.22 per case, including VAT.

Post to: SSAFA Centenary Selection, The English Wine Centre, Valley Wine Cellars, Drusillas Corner, Alfriston, East Sussex BN26 5QS. Tel. (0323) 870532/234

Please deliver bottle(s) or case(s) of SSAFA Centenary Selection English Wine to:

Mr/Mrs/Miss Address.....

Post Code Telephone.....

I enclose cheque/PO to value £..... crossed and made payable to ENGLISH WINE CENTRE.

I wish proceeds to benefit the SSAFA branch below:

My name/phone no. (if different from above).....

Prices including VAT and delivery UK mainland only:
one bottle £5.50; two bottles £8.65; six bottles £21.95;
one case £41.80; two cases £38.00; three cases £36.75 per case;
four cases £34.96 per case; five cases £34.68 per case;
six-eleven cases £32.96 per case; twelve-twenty four cases £31.69 per case;
twenty five cases or over £31.05 per case.



SSAFA President, The Princess of Wales: "Do not be uneasy about your wife's comfort, Tommy; I will look after her and the children" (from Punch Magazine, during the S. African War).

100 YEARS OF CARING



This year the Soldiers', Sailors' and Airmen's Families Association (SSAFA) celebrates a century of caring.

Founded in 1885 to help families left destitute when their husbands and sons were fighting in the Egyptian Campaign, SSAFA has since provided friendly, good advice and practical support to millions of Service and ex-Service families.

With the outbreak of World War II, SSAFA's work expanded in every direction with an ever-increasing proportion being concentrated on welfare and advisory problems as well as financial help. Out of necessity the number of voluntary workers grew at that point to 29,000.

Today, with 100 years' experience, SSAFA volunteers provide confident, constructive assistance with such matters as statutory entitlements, personal problems and grants to help ex-Servicemen pay fuel bills.

Last year, for instance, SSAFA volunteers dealt nationally with 50,000 Service and ex-Service family problems and disbursed over £1½ million in grant aid. SSAFA is always close at hand, working diligently to help the families of Service and ex-Service men and women to help themselves.

The "Double Delta" Danish Draken

For the second year in succession, the Royal Danish Air Force are welcome visitors to the SSAFA display with an F-35 Draken which will again be on view in the Static Aircraft Park.

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



The Danish model of the Swedish-built XD-35 is made in three varieties: the RF-35 fighter reconnaissance aircraft; the F-35 fighter-bomber and the TF-35 two-seat version of the F-35.

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

The cantilevered "double delta" wings are outstanding features of the aircraft which is powered by a Volvo Flugmotor (built under licence from Rolls-Royce and having its origins in the Avon 300 series), with afterburner.

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

Much-Modified Hercules

Pictured on the centre spread of this programme is the Hercules W.Mk.2 of the Meteorological Research Flight, based at the Royal Aircraft Establishment, Farnborough. It will be on view today in the Static Aircraft Park.

Originally a C.Mk.1, it was modified by Marshalls of Cambridge Engineering Limited to carry out meteorological research and delivered to the MRF in 1983.

In flight, equipment on board the Hercules can observe and sample physical and chemical properties of the air, clouds and precipitation; measure precipitation particles and aerosols; measure sea and land surface temperature and also measure solar, terrestrial and atmospheric radiation.

Radio sondes can be dropped which house instruments to measure temperature, humidity, height and wind velocity. The data is transmitted back to the aircraft and recorded.

The "Herc" has a maximum all-up weight of 155,000 lbs; a range of 4,500 nautical miles; 14 hours' endurance and a maximum speed of 390 mph.

Its pilot today is S/Ldr "Barny" Lydiate, who has been flying "Hercs" since 1976 and is a radio-controlled model aircraft enthusiast.

Finningley Trainers

Two visitors from RAF Finningley in the Static Aircraft Park today are the Jetstream T1 and Dominie T.Mk.1. The Multi-Engine Training Squadron (METS) at Finningley uses the T1 to train pilots streamed to multi-engined 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 useful for the task, cruising happily at 20,000 ft at 240 knots. It has a span of 52 ft, a length of 47 ft. 1½ ins and is powered by two Astazou turboprop engines.

The Dominie is the military training version of the well-known HS125 executive jet, and is used in the RAF as a navigation trainer. It enables students to be



trained in more realistic conditions by filling the gap in performance between the older piston-engined Varsity and operational flying, including in high-performance jet aircraft at 600 mph or more.

The Dominie is powered by two Bristol Siddeley Viper turbojets, each of 3,000 lbs thrust. Its span is 47 ft; length 47 ft 5 ins and maximum range 1,383 miles.

Yorkshire
EVENING POST
Meet Me in St. Louis Contest
in association with
TWA Sheraton Hotels, Inns & Resorts Worldwide The hospitality people of ITT AVIS
**WIN A FREE HOLIDAY IN
ST. LOUIS & NEW ORLEANS**

FLYING PROGRAMME

The flying display will be from 1330 hrs. to 1730 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 – The Sharks Helicopter Display Team (Royal Navy)**
- 2 – American Ryan P.T. 22 trainer (Bob Mitchell)**
- 3 – Rolls-Royce Spitfire (David Moore)**
- 4 – Jet Provost (Wright Jubilee Trophy Winner, Flt/Lt. D. L. Whittingham)**
- 5 – Royal Marines Free-Fall Team (“R” Coy. RM)**
- 6 – The Vintage Pair (RAF Scampton)**
- 7 – Scout helicopter (Army Air Corps)**
- 8 – Battle of Britain Memorial Flight**
- 9 – Royal Navy Sea Harrier (801 NAS)**
- 10 – Royal Navy Lynx (702 NAS)**
- 11 – Cessna 441 Conquest (Brown Air)**
- 12 – Pacespirit II (Richard Goode)**
- 13 – Belgian Air Force F-16**
- 14 – Catalina amphibian (John Watts)**
- 15 – Royal Navy Sea King (814 NAS)**
- 16 – Blackburn B2 (British Aerospace Limited)**
- 17 – RF-4 Phantom (United States Air Force)**
- 18 – Slingsby Firefly (Slingsby Aviation Limited)**
- 19 – RF-4 Phantom (United States Air Force)**
- 20 – Lynx helicopter (Army Air Corps)**
- 21 – Hawk Aerobatics (Flt/Lt. Brown, RAF Valley)**
- 22 – F-111 “swing wing” (United States Air Force)**
- 23 – Streamer Drop (Royal Engineers)**
- 24 – F-111 (United States Air Force)**
- 25 – F-16 (United States Air Force)**
- 26 – Royal Engineers Parachute Team “The Eagles”**
- 27 – Royal Navy Historic Flight (Sea Hawk and Sea Fury)**
- 28 – Toyota Pitts (Brian Lecomber)**
- 29 – Gazelle helicopter (RAF Shawbury)**
- 30 – BAC One-Eleven (British Airways)**
- 31 – The Red Arrows**

SKILFUL, SMOOTH, SPIKEY



PICTURE: SLINGSBY AVIATION LTD.

SLINGSBY FIREFLY

The love affair that the aviation enthusiast has with aircraft will be brought out by these three superb studies. One of an aerobatic trainer in its element (and cocking a snook at the Matterhorn!); a second of a superb flying machine; a third of an unusual workhorse.



PICTURE: ROLLS-ROYCE LTD.

THE ROLLS-ROYCE SPITFIRE



PICTURE: R.A.E. FARNBOROUGH

HERCULES W.MK.2

TRANSATLANTIC TRIO



PICTURE: IMAGE IN INDUSTRY LTD.

CONSOLIDATED CATALINA PBY-5A

Aircraft from across the Atlantic are oft-associated with colour; even in military guise. Here are three fine examples of the aircraft painter's art.



PICTURE: BOB MITCHELL

RYAN P.T.22



PICTURE: CANADIAN HIGH COMMISSION

CANADIAN FORCES DASH 7

The superb Rolls-Royce Spitfire

Such was the fame of the Spitfire and such was the love of pilots and enthusiasts for this magnificent machine that whereas not a single model of some famous wartime aircraft is left in flying condition, the roar of Spitfire engines can still be heard in skies where such aircraft gave a first-class performance during the Battle of Britain and on through World War Two.

Of those that have been preserved, few can be in such superb condition as the "Rolls-Royce Spitfire" and the company is to be congratulated, not only for preserving the aircraft but for maintaining it in such superb condition.

The aircraft dates back to 1944 when it was built at the Supermarine Chattis Hall works as an F. Mk.XIV with a Griffon 65 engine, "C" type wing and Service serial RM 689. It was used on tests for a special one-piece windscreen, but spent a good deal of time in storage until March, 1945, when it went to 350 (Belgian) Squadron.

The following year it went to 443 (RCAF) Squadron then, after another period in storage, it was sold to Rolls-Royce in February, 1949, having flown a total of only 161 hours. It was put into civil colours, with the registration G-ALGT, but "went military" again in 1968 when it was leased to Spitfire Productions Limited and appeared in various wartime guises during the "Battle of Britain" filming.

Following its film career, the aircraft was returned to Rolls-Royce and it was decided to retain its camouflage, but in a manner more befitting of the mark. Accordingly, it was sprayed as a 130 Squadron machine but as there were no photographs of RM689 (its original serial) in its Service markings, it was given the serial RM 619 and appears as such today.

The Sharks' Breathhtaking Display

The Royal Navy's crack helicopter display team, The Sharks, is celebrating its tenth year and today's display is just one of the 20 shows in which the team will be taking part this season.

Lieutenant Commander Stuart Pendrich leads the four Gazelle helicopters in a breathtaking show which displays the flying skills of the pilots and the manoeuvrability of the aircraft.

Their precision formation flying combines with high-speed opposition manoeuvres when rotor blades pass within 15 feet and closing speeds exceed 200mph.

Other members of the team include Lieutenants John Connell and Scott Wilson (the wing men) Lt. Chris Macbean (deputy leader and time-keeper) and Lt. Matt Jennings (team manager and commentator); with Lieutenant Commander David George performing the solo display.

Pacespirit II



The Pacespirit II appearing in today's display has risen – literally – from the ashes of the Pacespirit which appeared at a previous SSAFA display, putting on a superb performance at the hands of Richard Goode. That first aircraft was totally destroyed in an accident in May, 1984, and Richard made a remarkable recovery from his injuries.

As regular visitors to the SSAFA display will recall, the original Pacespirit represented the outcome of some totally new design philosophies and featured a brand-new wing designed in the computer centre and wind-tunnel of Aerospatiale in France.

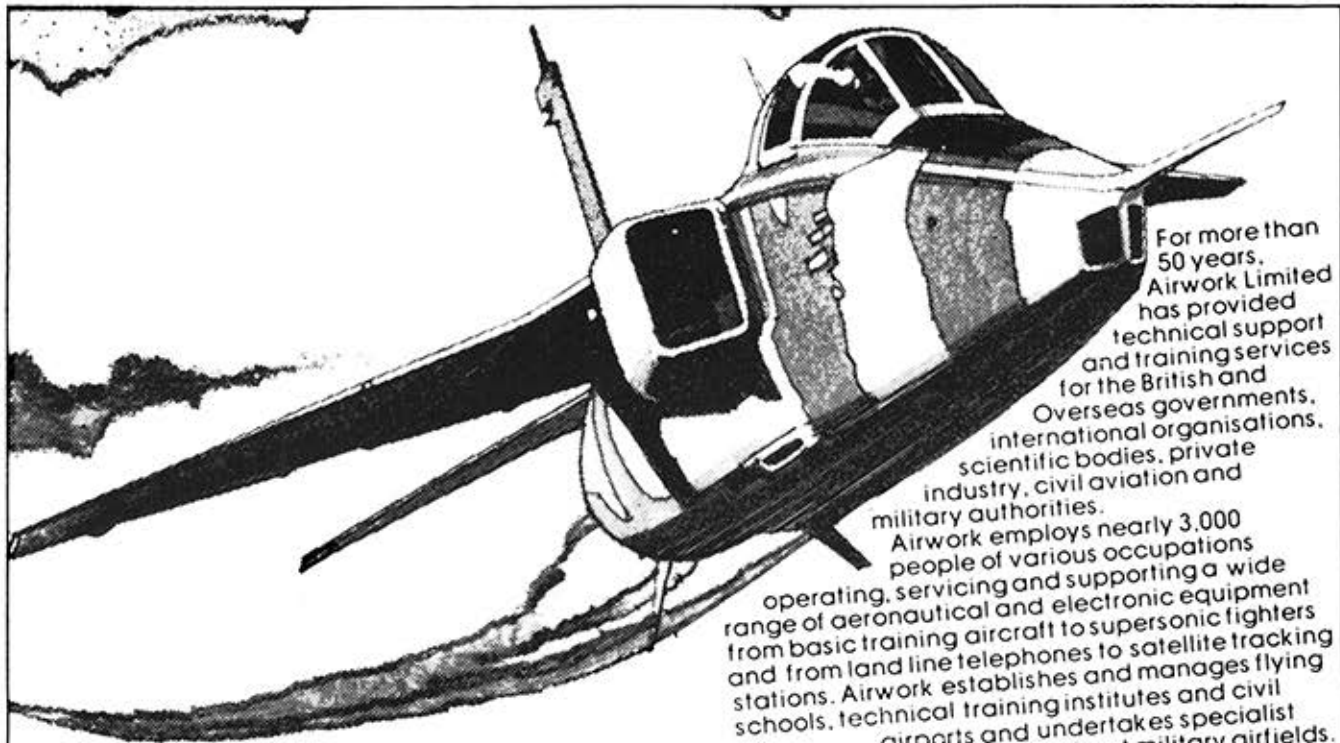
The general aircraft had been based on the concept of the Laser 200, which Leo Loudenslager flew to victory in the 1980 World Aerobatic Championship and it combined the total symmetrical layout of that aircraft with the brand new wing.

The aim had been to provide an aircraft that flew absolutely identically whether erect or inverted, and in the over 400 hours that the Pacespirit flew, there is no doubt that it totally vindicated the philosophies of its designers.

Although of similar dimensions and construction, Pacespirit II is significantly stronger, while lighter and more streamlined, and thus having a better all-round performance. The engine is a four cylinder Lycoming, highly-modified to produce 235 horsepower. It is equipped with inverted fuel and oil systems, and drives a constant speed propeller.

The aircraft has a span of 21ft; a length of 19.1ft; weighs 920-lbs empty and has a maximum all-up weight of 1,460-lbs. The propeller is a Hoffman, two-blade constant speed; the maximum diving speed is 240mph and the cruising speed 185mph. Its rate of climb is 3,000ft per minute and the rate of roll is 300 degrees a second.

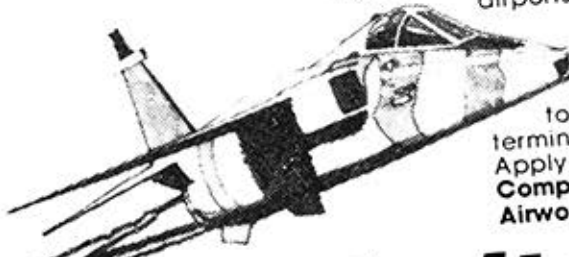
Richard Goode, aged 38, is single and the director of a London Management Consultancy. He has been flying for 14 years and has been concentrating on aerobatics for the last 10. He was captain of the British Aerobatic Team for the European Championship in 1981 and at the World Championship in 1982. Last year he was the sole pilot to represent Britain in the "Champion of Champions" competition in Australia.



For more than 50 years, Airwork Limited has provided technical support and training services for the British and Overseas governments, international organisations, scientific bodies, private industry, civil aviation and military authorities.

Airwork employs nearly 3,000 people of various occupations operating, servicing and supporting a wide range of aeronautical and electronic equipment from basic training aircraft to supersonic fighters and from land line telephones to satellite tracking stations. Airwork establishes and manages flying schools, technical training institutes and civil airports and undertakes specialist tasks at military airfields.

Employment for ex-service officers and technicians, who wish to continue their profession after termination of their service career. Apply for further details to the **Company Personnel Manager, Airwork Limited, Bournemouth-Hurn Airport, Christchurch, Dorset BH23 6EB.**



Airwork Limited **-the most experienced** **organisation of its kind** **in the world**



Airwork
Limited



1963

Everything you need for the home and family

**FOR DAIRY MILK
AND DAIRY PRODUCTS.**
Ring Leeds 461823
or any of our Dairy
Depots.

**FOR MEAT, DRINK AND
GROCERIES**
Over 30 stores in and
around Leeds!
Many of them Licensed

FOR YOUR SAVINGS
Co-op Office and Bank—
Second Floor Albion Street.

OTHER SERVICES INCLUDE
FUNERAL
Tel: Leeds 450507 day or night
PHARMACY
FUELS



Head Office
10 Albion Street
Leeds 1

Leeds

**FOR PERSONAL AND
HOUSEHOLD NEEDS**
Including
TRAVEL BUREAU, CAMERA
CENTRE, HAIRDRESSING
Albion Street Department
Store. 5 floors full of
value. Excellent credit
facilities available.
Open 6 full days.



Traveleads- your local connection for worldwide travel.

- ★ Discount Air Fares.
- ★ Business Travel.
- ★ Holiday Accommodation.
- ★ Group Travel.

Whatever your travel needs, consult the experts

Traveleads

6-10 New Station Street, Leeds 1
Tel: 0532 452022 Telex: 556304

Brown Air

The classic business move of spotting a market, then providing the services to fill it marked the start of the highly-successful services which Brown Air operates between the Leeds and Bradford Airport and Oslo; also to Frankfurt.

Using the proven and popular Cessna 441 Conquest II, soon to be supplemented with a 24-seat Gulfstream I, the airline operates an early morning flight from Leeds-Bradford to Frankfurt and an afternoon flight to Oslo.



The Cessna 441, which is being demonstrated at today's display, is an 11-seat, pressurised twin-turboprop with a speed of 330 mph and it cruises at altitudes up to 33,000 ft with a range of over 2,000 miles. It is popular as an air ambulance, having the ability to fly patients back to Britain from as far away as Tenerife or North Africa. On February 15, this year, the Brown Air Conquest flew non-stop from London (Heathrow) to Luxor, Egypt, with a medical team, taking 6½ hours for the 2,500-mile journey.

The aircraft is being flown today by Captain Allan Gaunt, a former RAF Lightning pilot.

Reservations for, and details of Brown Air flights can be made on Leeds (0532) 504992.

Royal Engineers Parachute Team

The Royal Engineers Parachute Team – “The Eagles” – was formed in the late 1960s and currently has a strength of 10 men, all of whom are experienced sport parachutists, having made at least 200 descents. The team is based at Dover and operates full-time during the summer months, giving displays and competing in Service championships.

Last year, six members of the team represented the Army at the National Canopy Relative Work Meet; two members then went on to represent the Army at the World Cup Meet in Australia.

This season the team members have been drawn from a wide range of Royal Engineers' units and The Eagles will be giving displays on most weekends, apart from a six-week period in July and August during which they will be training for and competing in the Army Championships. Over the past two years the team has put on 56 displays at venues extending from Yorkshire to Cornwall.

For the majority of its displays, the team uses Cessna 206 and Islander aircraft provided by the Headcorn Parachute Club, of Maidstone and the Thruxton Parachute Club, of Andover. The Cessna can carry five parachutists and the Islander nine.

On a standard team display the jump aircraft makes two passes over the drop zone. On the first, the aircraft flies overhead at a height of 2,000ft, the jump-master throwing out streamers to assess wind speed and direction. On the second pass the aircraft flies overhead at a height of 6,000ft, the jumpers exiting the aircraft and either performing link-up manoeuvres in free-fall prior to opening their parachutes, or deploying their 'chutes immediately and then stacking up on one another.

Belgian F-16

Belgian Air Force connections with Yorkshire date back to World War Two when 609 (West Riding) Squadron, Royal Auxiliary Air Force, welcomed a number of Belgian pilots to its ranks. And there is no less warm a welcome today for the F-16 of the Belgian Air Force.

Belgium contributes to the air defence of Central Europe with units under the command of Allied Air Forces Central Europe and a F-16 fighter wing is assigned to interceptor missions.

The General Dynamics F-16 had its origin in the U.S.A.F. Lightweight Fighter (LWF) prototype programme in 1972, and the first F-16 for Europe was delivered to the Belgian Air Force in January, 1979.

First combat use of F-16 aircraft was by the Israeli Air Force, which used eight aircraft to destroy Iraq's Osirak nuclear reactor on June 7, 1981.

By July 8, 1983, a total of 1,000 F-16s had been completed on U.S. and European assembly lines for service with eight air forces.

The F-16 is powered by One Pratt & Whitney F100-PW-200 turbofan engine, rated at approx. 25,000 lbs static thrust, with afterburning.

Span over missile launchers: 31 ft; length: 49 ft 5.9 ins; Height: 16 ft 8½ ins. Max level speed: above Mach 2.0; Service ceiling: over 50,000 ft.

WOODFORD AIR SHOW – On Saturday, June 29, the Royal Air Forces Association North Western Area presents its anniversary air show to mark 60 years flying at Woodford, Cheshire. The flying display, from 2 p.m. to 5 p.m. includes; The Red Arrows, Battle of Britain Memorial Flight, Vulcan, Catalina, Avro 504K, Anson, Shackleton, 748, Nimrod, Hawker Hind, Dunlop Pitts Special, Jaguar, The Falcons, Gloster Meteor, Hawker Hunter, Spitfire, Dakota and the Royal Navy Historic Flight. Admission charges are: Cars (advance booking – including all occupants) £7; Cars including occupants on day £8. Pedestrians: Adults £2.50; Children £1.00. Motorcycles £4.00, (with sidecar and pillion) £7.00.

A PILOT'S EYE VIEW OF THE 1983 CROWD



PICTURE: RAF CHURCH FENTON
Cars were still pouring on to the airfield when this picture was taken, shortly before the start of the 1983 SSAFA flying display.



PICTURE: YORKSHIRE POST

Peregrine frightens 'em off

"Bird Strikes" – caused when birds are sucked into the intake ducts of jet engines, cost the RAF hundreds of thousands of pounds a year and pilots have died as a result of such strikes.

Now the air force is enlisting the help of one of nature's most sophisticated flying machines – the peregrine falcon – to make its runways safer, and Mr. Nick Wilkinson (pictured here) will be showing-off some of the falcons that perform the task at RAF Church Fenton.

Trials with the falcons at Church Fenton have proved so successful that the method is almost certain to be extended to other RAF stations. Previously the air force has relied on gun shots, high-volume broadcasts of bird alarm recordings, and carefully-timed flapping movements to simulate the wing beat of predatory birds.

But none have proved so successful as the peregrine falcons and since the falconers took over at Church Fenton, toward the end of last year, there have been no bird strikes near the airfield.

Ryan P.T. 22

Bob Mitchell is a farmer from North Warwickshire who became interested in aircraft at an early age. Thanks to that interest, we are today seeing the Ryan P.T. 22 – the only one of its type in Europe.

The type dates back to a U.S. Government basic trainer contract of 1940 and, in 1941 and '42, a total of 1,250 P.T.22s was built. The aircraft was built in San Diego, California, by Ryan Aircraft Corporation, the home of Lindburgh's famed transatlantic aircraft.

The Ryan is an externally-braced monoplane of all-metal construction, powered by a Kinner R.56 five-cylinder radial engine that produces an unmistakable clatter.

The aircraft cruises at 115mph and a climb rate of 1,500ft a minute can be achieved. Although described as a trainer, it is far from docile. The small, swept-back wings give a high wing loading which results in a steep glide angle and an ability to snap roll with ease.

It is, however, a great pleasure to fly, says Bob Mitchell, who has been a member of the British Aerobatic Team since 1971 and has won several national championships.

He has completed 20 years of display flying and is also extremely interested in the restoration and preservation of old aeroplanes, particularly in flying condition. (See photo on centre pages).

Strikes

GARDEN CENTRES

**Suppliers of the Best in
Gardening for over 100 years**

**STRIKES
-Planted
in 1877 and
still growing!**

....even green fingers need a little help. At a Strikes Garden Centre you'll find everything to help the keen gardener or those who just like to potter, seeds, plants, pots, tools, bushes, shrubs, growing aids, etc. all with the Strikes guarantee of quality.

- York Road, Knaresborough
- Red Hall Lane, Leeds 17
- Selby Road, Leeds 15
- Boroughbridge Road, Northallerton
- Cockerton, Darlington
- Roundabout, Stokesley
- Eaglescliffe (Near Yarm)



Join CRAVEN GILPIN at the show

OUTSIDE CATERERS

- DINNERS • WEDDINGS • RACE MEETINGS
- 21st BIRTHDAY PARTIES • AGRICULTURAL SHOWS
- and MARQUEE CATERING our speciality

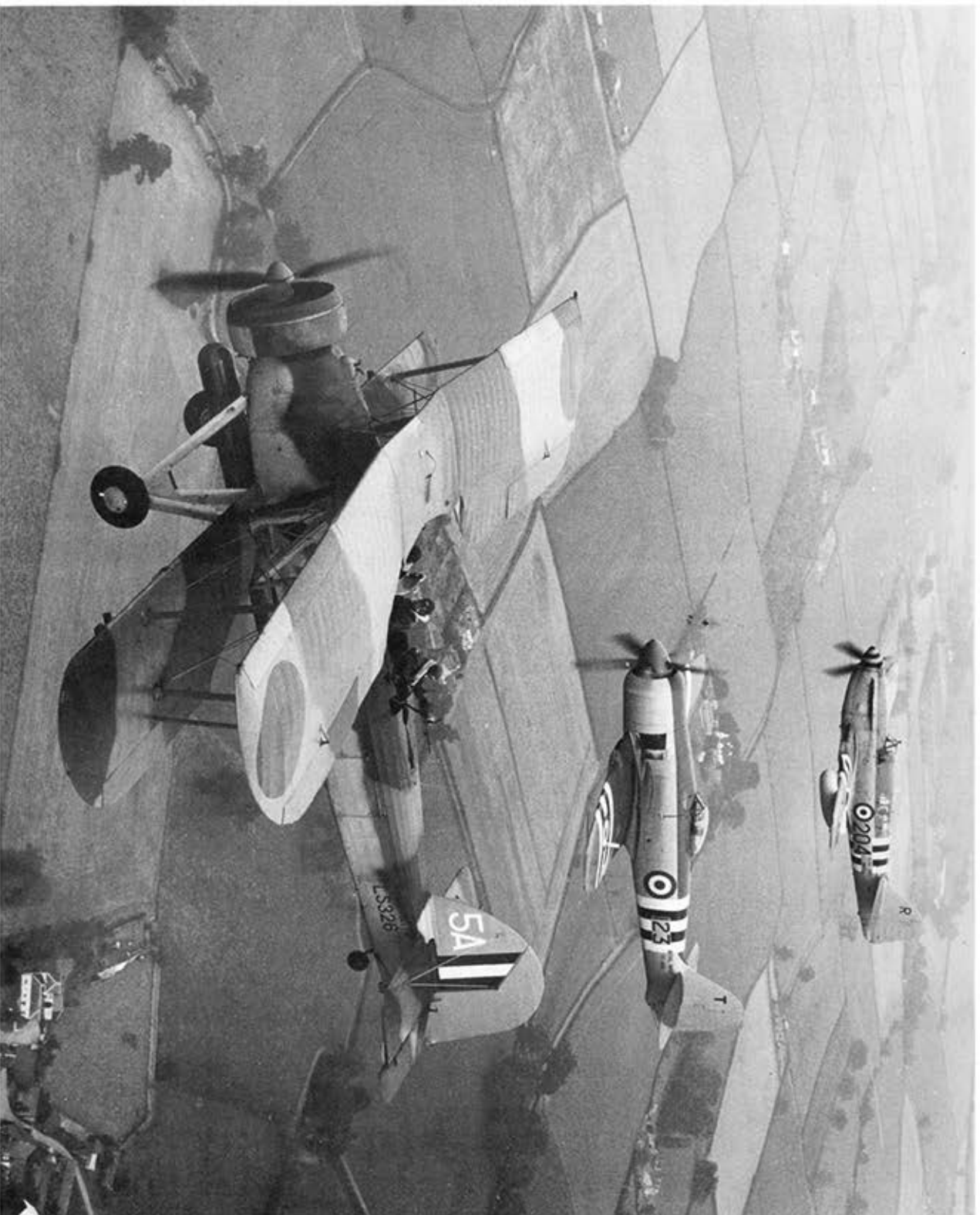
CRAVEN GILPIN & SONS

Outside Catering Dept.
Wellington Road Industrial Estate
Wellington Bridge, Leeds LS12 2UA

Telephone: (0532) 459097

Hire Equipment available
Food Delivery Service
Marquees and Furniture available for private hire

THE ROYAL NAVY'S AIRBORNE HISTORY



Three aircraft from the Royal Navy Historic Flight: foreground – Swordfish LS326 capable of 138 mph; centre – Sea Fury FB11 TF956 capable of 500 mph; background Fairey Firefly capable of 386 mph.

PICTURE: CROWN COPYRIGHT RESERVED

MARQUEES

FOR ALL OCCASIONS

*with coloured nylon linings -
dance floors - awnings and all
other equipment . . .*

Andrassy Brothers Ltd.

Established 1887

49 LEEDS ROAD, LOFTHOUSE,
WAKEFIELD, WEST YORKS.

Tel: Wakefield 0924-825116

LEARN TO FLY

YORKSHIRE AEROPLANE CLUB
LEEDS & BRADFORD AIRPORT



Rawdon 503840

Phone or write for leaflet

TRIAL LESSON £25

CITY VARIETIES, LEEDS

BOX OFFICE TEL: (0532) 430808

1985-1986 Pantomime Commencing
19th December



STARRING

KENNY CANTOR

as
'WISHEE WASHEE'

Pantomime's most famous comedy star

NIGHTLY at 7 p.m.

WEEKDAY MATINEES at 2.30 p.m.

SATURDAYS 2 p.m., 4.45 & 7.30 p.m.

Reduced Prices for Children at all Performances

BOX OFFICE NOW OPEN

Lewis's

A STORE OF GREAT IDEAS

The Headrow, Leeds.

Telephone: 431313

MEMORIES, MEMORIES



Pre-war crowds examine Hawker biplane day bombers operated by 609 (West Riding) Squadron, Royal Auxiliary Air Force at Yeadon (now Leeds-Bradford Airport): a forerunner to the SSAFA air displays which originated at Yeadon.

PICTURE: ALLEN ROWLEY COLLECTION



NEW and SECOND HAND
AIRCRAFT BOOKS
(also postcards & posters)

PICKERING'S BOOKSHOP
42 THE SHAMBLES
YORK. Tel: 27888
An impressive range always in stock

LEEDS CITY TOURISM
presents its exciting programme of
1985 GUIDED SUMMER EXCURSIONS

- ★ COACH TRIPS
- ★ RIVER AND CANAL CRUISES
- ★ CITY WALKABOUTS

For further information and booking contact:
Tourist Information Centre
Central Library, Calverley Street,
Leeds, LS1 3AB
Telephone: Leeds 462453/4

JOHN SMITH'S BITTER
EST^B 1758

IT'S FIRST FOR THIRST!

OF HARROGATE YORKSHIRE
Leaders in the field of maintenance products for industry – are pleased to support

SSAFA
★ ★ ★

If you need strength and reliability in combating –

- ★ Damp Infiltration
- ★ Corrosion and Erosion
- ★ General Breakdowns
- ★ Filling & Lubrication problems – call the professionals

contact:

MODERN MAINTENANCE PRODUCTS LIMITED

Bilton Court, Wetherby Road,
Harrogate, Nth. Yorkshire HG3 1LN
Telephone: 0423 889441

THE SHARKS DISPLAY TEAM



PICTURE: R.N.A.S. CULDROSE

Here are the men who make up The Sharks – one of the finest helicopter display teams in the world. Left to right: Lt. John Connell, Lt. Matt Jennings, Lt. Cdr. Stuart Pendrich, Lt. Cdr. David George, Lt. Chris Macbean and, Lt. Scott Wilson.

NOW! FLY THE
BIG
JETS

FIRST FROM LEEDS/BRADFORD
IN SUMMER '85

intasun TO  MAJORCA
WEEKLY BY
BRITISH AIRTOURS TRISTAR

Thomson  TO
HOLIDAY MAJORCA
WEEKLY BY
BRITANNIA BOEING 767

GETTING INTO STEP



PICTURE: YORKSHIRE EVENING POST

"Get into step that man at the back" – just a touch of left wing down for the back marker as The Red Arrows line-up for a high-speed pass in the 1982 SSAFA display at Church Fenton.

GROUND DISPLAYS AND EVENTS

FLYPAST MAGAZINE – The leading monthly magazine covering historic aircraft and preservation. If you are interested in aviation history, then FlyPast is designed for you. News and articles from all over the world make FlyPast the most popular monthly of its type. Visit the stand and see for yourself. Also a colourful range of posters, books, stickers, etc. FlyPast Magazine, 1 Worthorpe Road, Stamford, Lincs.

JOHN BOURGAIZE TRADING – Aviation T-shirts and sweatshirts, new for 1985. Range includes Air Show 85, A10 Thunderbolt, F15 Eagle, F16 Harrier, Lancaster, Phantom, SR71 Blackbird, Tornado. Not to be missed. Plus full range of aviation items including stickers, mugs, prints and postcards. John Bourgaize Trading, 46 Arnolds Crescent, Newbold Verdon, Leicester LE9 9LW.

THE POST OFFICE – See the history of letter writing and how the 40 million items of mail posted each working day are collected and delivered by the world's most modern postal service. The Post Office, North Eastern Region, North East Postal Board, Royal Mail House, 29 Wellington Street, Leeds LS1 1DA.

KNOCKENGORROCH STUDIO – Original paintings and prints by S. Holmes AMG Av. A. of aircraft and aviation paraphernalia. Items of specific interest to aviation enthusiasts. Knockengoroch Studio, Carsphairn, Castle Douglas, Dumfries and Galloway.

BUCCANEER DISTRIBUTIONS LTD. – Framed pictures and prints of aviation and railway subjects, together with certain personally autographed books and a series of limited edition stainless steel pictures commemorating the coming 50th anniversary of the first Spitfire flight. Buccaneer Distributions Ltd., 15 Barnstaple Close, Wigston Magna, Leics.

MHW 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. MHW Models Ltd., 46 Haworth Road, Crossroads, Keighley.

SOLARWALL LTD. – One of the North's leading cavity wall insulation specialists using cavity foam and Pilkington's Mineral Wool Fibre, working to British Standard and Agreement Board specifications. Cavity wall and roof insulation are promoted by the Energy Efficiency Office to encourage you to save up to 45 percent on your fuel bills. Solarwall Ltd., Green Lane Trading Estate, Clifton, York.

CAMPKINS CAMERA CENTRE – Campkins Mobile Camera Shop and Film Sales Unit will be selling all makes of films – black and white, colour and Polaroid. Cameras, cine cameras, binoculars, telescopes, shooting stick seats, walking aids and photo monopods and a range of sun glasses, including Polaroid and Zeiss. The Unit has dark room facilities. Campkins Camera Centre, 11 Rose Crescent, Cambridge.

GUIDE DOGS FOR THE BLIND ASSOCIATION – Major General J. P. Groom, CB, CBE, FBIM, Director General, writes: "As a soldier, I am delighted that my new family, The Guide Dogs for

the Blind Association, is able to participate in celebrating SSAFA's Centenary Year air display at Church Fenton and I wish the event great success. The Association celebrated its 50th anniversary in 1981 and now serves 3,350 blind people with the prospect that by its Centenary, it will be serving twice as many people but, like SSAFA, this will depend on the generous support of the public". Guide Dogs for the Blind Association, Freda Valentine House, 65a Highfield Road, Middlesbrough.

YORKSHIRE WATER AUTHORITY – See how your water supply 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 are in Yorkshire; discover what the functions, responsibilities and problems of your water authority are and what you are getting for your money. Yorkshire Water Authority, 67 Albion Street, Leeds LS1 5AA.

J.C.P. TRAFFIC – offer a comprehensive range of Red Arrows souvenirs, mostly manufactured in the UK, and ranging from button badges up to sweatshirts and framed prints of a Red Arrow's Hawk, each originally signed by the 1985 team. Additionally, this year, there is an exclusive range of souvenirs of other famous aircraft. J.C.P. Traffic, 15 Stanstead Close, Billericay, Essex.

WINDSCALE NUCLEAR LABORATORIES – The caravan display gives information on various aspects of nuclear power in the United Kingdom. Windscale, Nuclear Laboratories, Sellafield, Seascale, Cumbria.

WILSON'S LEISURE ACTIVITIES – Children's inflatable bouncers of all shapes, sizes and models. To hire by the day or week. We will attend your carnival, fete, show, exhibition or even your child's birthday party. Prices on request. Wilson's Leisure Activities, 47 Poynters Close, Andover, Hants.

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 (0977) 681674 for a trial lesson costing about £20. Sherburn Aero Club, Lennerton Lane, Sherburn-in-Elmet, Leeds.

SRP TRADING – Air band radios and scanners, cameras, etc. 44 Hazen Road, Rubery, Birmingham.

WENDOS LTD. – coffee mugs, stickers, badges etc. Lincoln Expo Unit 42, Firth Road, Lincoln.

D & S FRAMES – prints, posters, etc. 6a Colhugh Street, Llantwit Major, S. Glam.

THE RED ARROWS & RAF FALCONS MAGAZINE – magazines and souvenirs. 68 Chester Road, Hazel Grove, Stockport.

HOUSE OF BROOMFIELD – hand-painted coins. Fan Court, Longcross, Surrey.

HOLBOURNE BELT CO. – belts, soft toys, etc. 31 Mount Pleasant, Old Basford, Nottingham.

ELMET JOINERS LTD. – fitted kitchens and bathroom furniture. Moor Lane Trading Estate, Sherburn-in-Elmet, Leeds.

GROUND DISPLAYS AND EVENTS

AIR YORKSHIRE – is a group of aviation enthusiasts who meet on the first Sunday of every month. The society's aim is to develop and foster an interest in all aspects of aviation through invited speakers, slide and film shows, organised visits, competitions, etc. The group meets at the Yorkshire Aeroplane Club, Leeds-Bradford Airport at 14-30hrs. Further details of membership and monthly publications can be obtained from: Mr. R. J. Thompson, Registrar, Air Yorkshire, 1 Breary Rise, Bramhope, Leeds LS16 9AL. Phone: Leeds 843189.

HMS BROADSWORD TRAILERS – two inter-linked Tasker trailers depict the men and equipment of HMS Broadsword in pictures, small dioramas and animated displays. A large bas-relief model of the ship occupies one entire side of the combined trailers.

FUNFAIR – Don't miss all the fun of the fair operated by J. W. Hirst Amusements at the East end of the Public Enclosure. With three generations of experience, J. W. Hirst can organise fairground amusements at any indoor or outdoor event: 76 Whitehall Road, Drighlington, Bradford, BD11 1NB. Tel: (0532) 852356.

NORTH YORKSHIRE POLICE – are featuring a static crime prevention/community relations display.

YORKSHIRE EVENING POST BAND – We are pleased to welcome back the Yorkshire Evening Post Band for a second year. The band is playing throughout the morning, up to the start of the flying display, right next door to the Yorkshire Evening Post bus. Since its

debut at last year's air display, the band has been busy filling its trophy cupboard with prizes from all around the country. The band won the Yorkshire heat of the National Brass Band Championships earlier this year, then went on to take third prize at the Pontins contest. Listen to the Yorkshire Evening Post Band: just like the Yorkshire Evening Post it strikes the right note every time!

AIRCREW ASSOCIATION – Approved by the Air Force Board, and formed in 1977, the Association's aims and achievements are one and the same. It is a fraternity which, by its very existence, perpetuates the comradeship unique amongst aircrew. Membership is open to all serving and retired aircrew who have been awarded a flying badge denoting qualification within an officially-recognised aircrew category of H.M. Armed forces whose duties are, or were, carried out in the air. Membership also covers the Commonwealth and United States armed forces.

ROYAL AIR FORCE CAREERS INFORMATION OFFICE – will be displaying a Spitfire and a Whirlwind helicopter; along with a Canberra cockpit and Avon engine; and a mobile recruiting trailer with internal display. 10 Bond Court, Leeds LS1 2JY. Tel: (0532) 432914.

OTHER GROUND EVENTS – include participation by: Tadcaster Royal Air Force Association; Central Scotland Aviation; RAFA (Eastern); Air Britain; and the South Yorkshire Aviation Society.



Super One-Eleven

The British Airways' Super One Eleven due to make a guest appearance at Church Fenton today is one of a fleet of Manchester-based aircraft that "flies the flag" on major European routes.

The 99-seat twin jet is one of the airline's 500 Series of the well-known One-Eleven, which first appeared in 1965. Two Rolls-Royce Spey turbofan engines, each with a power rating of 11,950 lbs thrust, quickly take the aircraft to its cruising speed of 550 mph, with a ceiling of 35,000 ft.

The One Eleven also operates the airline's very popular "Happy Hour" flights from Manchester, which have introduced thousands of people to jet flying for the first time.

The One Eleven fleet's day-to-day schedule takes it from Manchester direct to 12 European destinations:

Amsterdam, Brussels, Copenhagen, Dublin, Dusseldorf, Frankfurt, Milan, Nice, Paris, Rome, Geneva and Munich. It also operates internally, to Aberdeen, Belfast, Birmingham, Glasgow and Jersey, and occasionally on BA's Super Shuttle services between Manchester and London.

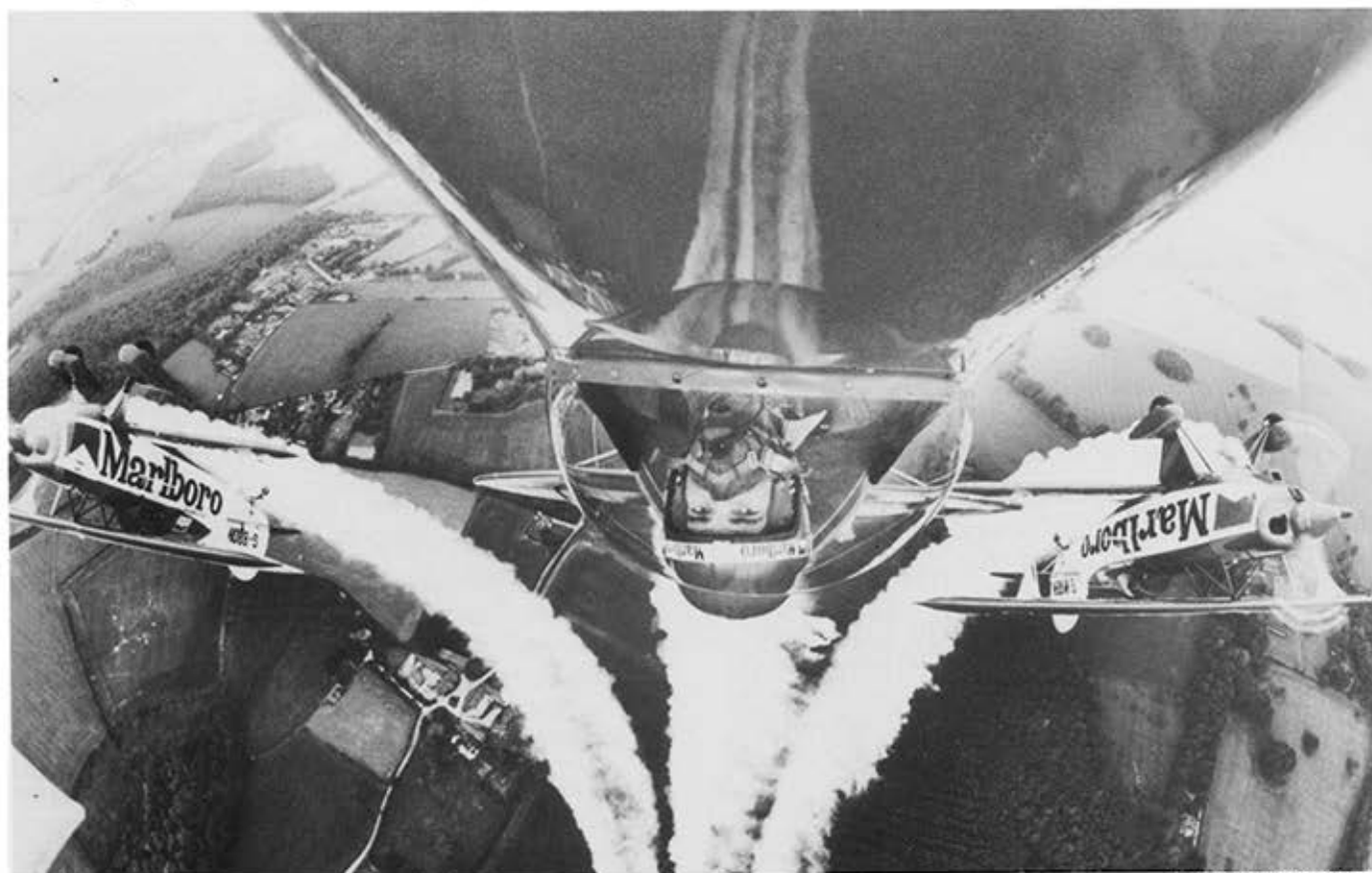
The aircraft today has a wide-bodied look, enhanced by bright lights and co-ordinated decor of uniform red seat upholstery, blue carpets and cream walls, with larger overhead storage bins than before, and new seats.

THOSE MAGNIFICENT MEN



PICTURE: YORKSHIRE POST

1983 DISPLAY – Appearing for the first time in a SSAFA display, the Royal Jordanian Falcons gave an exciting performance in their Pitts S-2S aircraft.



PICTURE: MARLBORO

1983 DISPLAY – Pitts Specials of the Marlboro Aerobatic Team nearing the top of a loop.

IN CHURCH FENTON SKIES



1984 DISPLAY – *Hawks of the Red Arrows blaze a smoke-filled trail over the main runway.* PICTURE: YORKSHIRE POST



1984 DISPLAY – *How low can you get? The magnificent Rolls-Royce Spitfire zooms past the hangars.* PICTURE: YORKSHIRE POST

FOR ALL YOUR PARTY BOOKINGS



WALLACE ARNOLD COACH EXCURSIONS

to
COAST and COUNTRY
EVERY DAY IN SUMMER

Telephone LEEDS 434691

J. W. HIRST AMUSEMENTS

THE OUTDOOR
AMUSEMENT CATERERS

*Fairground amusements
organised for shows,
galas and carnivals.*

76 WHITEHALL ROAD,
DRIGHLINGTON,
BRADFORD
BD11 1NB

Tel: LEEDS (0532) 854248



**WE ARE PLEASED
TO CONTINUE OUR SUPPORT
FOR SUCH A
WORTHY CAUSE**

FROM

YORKSHIRE
TELEVISION

THE 1986 SSAFA AIR DISPLAY

is scheduled for
SUNDAY, 8th JUNE
at
RAF CHURCH FENTON

Make a note of it
NOW!

Today's Prize List

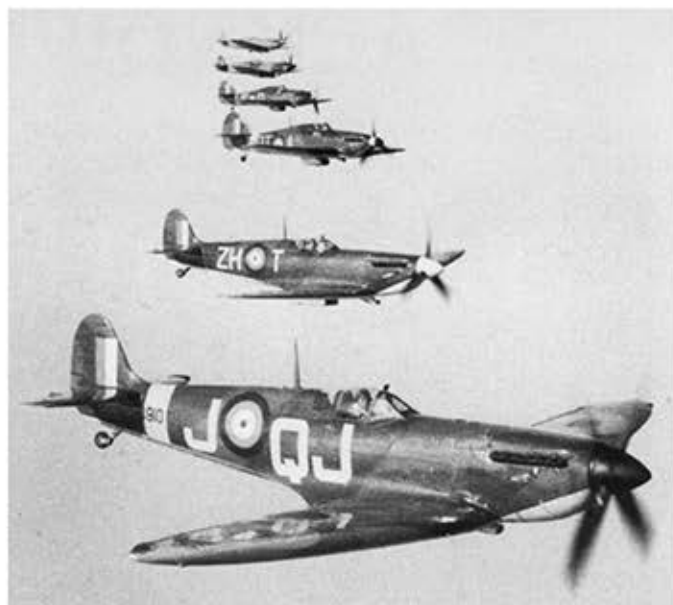
The organisers gratefully acknowledge the generosity of those donating the following prizes: TABOR HOLIDAYS TRUST – Bottle of Gin. JAMES HILL TRAVEL – £30 Travel Voucher. CITY VARIETIES MUSIC HALL, THE HEADROW, LEEDS – Box for five for 'Aladdin and His Wonderful Lamp' pantomime. NORTH SEA FERRIES – return ticket for two in standard accommodation plus car on either Hull-Rotterdam or Hull-Zeebrugge service. LONRHO TEXTILES LTD – Matching Continental quilt cover and pillow cases. SINGAPORE AIRLINES LTD – Bottle of Champagne. SEALINK UK LTD – Free return travel for car plus two people via any Sealink route to the Continent or Ireland. PICKFORDS TRAVEL – £100 Travel Voucher. BEATTIES OF LONDON, KING CHARLES STREET, LEEDS – Model aircraft kits and football games. PHILIPS ELECTRICAL – Philishave Triplehead. NATIONAL TRAVEL EAST – £10 Travel Voucher. YORKSHIRE POST STUDIOS – Colour portrait sitting. BRITISH MIDLAND AIRWAYS – Two double free return tickets Leeds/Bradford - Heathrow. WALLACE ARNOLD TOURS LTD – Two free seats to the value of £10 each. JOHN SMITH'S TADCASTER BREWERY – Four dozen cans of bitter and four dozen cans of lager. JOSHUA TETLEY & SON LTD – round, wooden-framed clock and sports bag. QANTAS AIRWAYS – Four luggage bags. LEWIS'S, THE HEADROW, LEEDS – Two £10 gift vouchers. LEEDS CO-OP – Radio Cassette player. ODEON CINEMAS, THE HEADROW, LEEDS – Cinema tickets, T-shirts, LP records and film books. VOYAGER INTERNATIONAL LTD. – £5 Boots gift voucher. ABC CINEMAS, VICAR LANE, LEEDS – Cinema tickets. LIGHTWATER VALLEY PLEASURE PARK – Free entrance tickets. YORKSHIRE POST NEWSPAPERS LTD – Leeds Pewter Tankard & Farmhouse Kitchen cookbooks; five one day courses at the Yorkshire Evening Post Soccer Academy.

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 be a litter bug. 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!

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.



Spitfires and Hurricanes of the Battle of Britain Memorial Flight.

STOP PRESS

Late notification of aircraft for today's display included the following:

UNITED STATES AIR FORCE – A-10 Thunderbolt II (Static Park). Note the Gatling gun in the nose which has seven barrels and can fire 4,200 rounds a minute. An extremely strong aircraft (the pilot and flight controls are surrounded by titanium armour-plating and the cockpit window is bullet proof), it has a combat speed of 443 mph and can carry six laser-guided bombs. **F-111** (flypast), a tactical strike aircraft which features an escape "capsule" for the crew. Outstanding features are its variable-sweep wings. Speed: more than twice the speed of sound at over 60,000 ft. **RF-4 Phantom** (flypast), one of more than 1,000 Phantoms in USAF service, it can fly at 1,600 mph, but can also get down to less than 170 mph for short field operations. **F-16** (display), a chance to see how USAF techniques compare with those of the Belgian Air Force – see write-up on Belgian F-16 elsewhere in this programme.

WRIGHT-JUBILEE TROPHY WINNER – Yet to be chosen at the time of writing, the winner of this famous RAF trophy will perform aerobatics.

RAF HAWK – aerobatic display, probably by an instructor from RAF Valley.

RAF GAZELLE – display, probably by an aircraft from Shawbury.

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 9.30 a.m. to 7.30 p.m. The Public are asked to keep within the roped-off area and particularly to ensure that children are not allowed to wander near, or on to the runway.

ALL DOGS MUST BE KEPT ON LEAD AT ALL TIMES

ACKNOWLEDGMENTS

The Chairman and Council of the Association wish to thank all those who have so kindly given their services to assist in this Centenary SSAFA Air Display as under:

The Ministry of Defence (Navy, Army, Air) the Royal Air Force

The Belgian Air Force

The Canadian Armed Forces

The Royal Danish Air Force

The French Air Force

The United States Air Force

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

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 C.D.J. Scutt, 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

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:

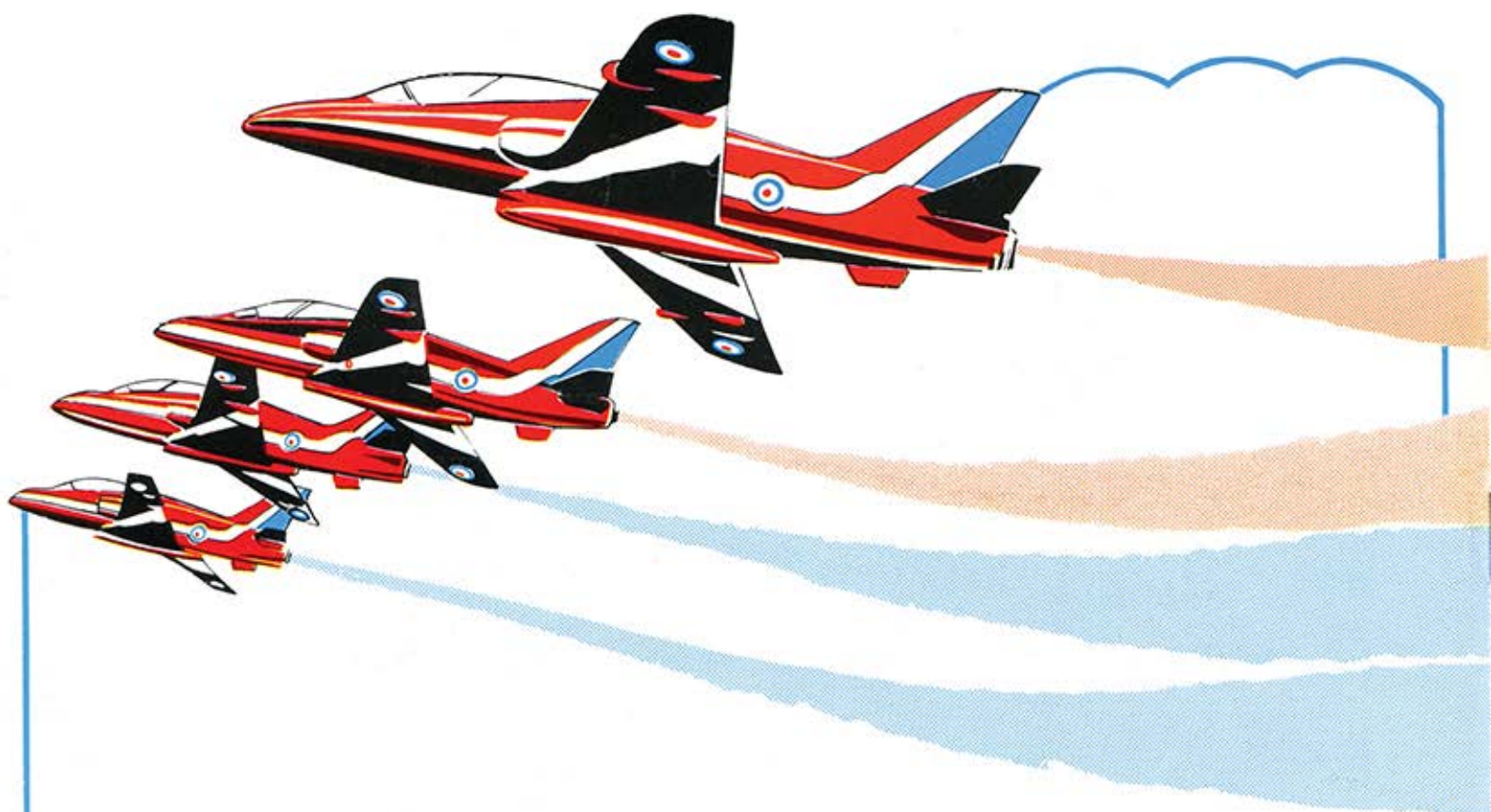
Allen Rowley, Promotions and Publicity Manager

Yorkshire Post Newspapers Ltd.

“The only real security...
is that you should be master
of your own air.”

WINSTON S. CHURCHILL





**From the best in
high fliers to
the best in reading
yep**

The biggest selling Yorkshire Newspaper

Yorkshire
EVENING
POST **yep**