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RAF CHURCH FENTON

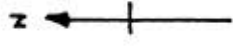
Sunday
June 8th 1986



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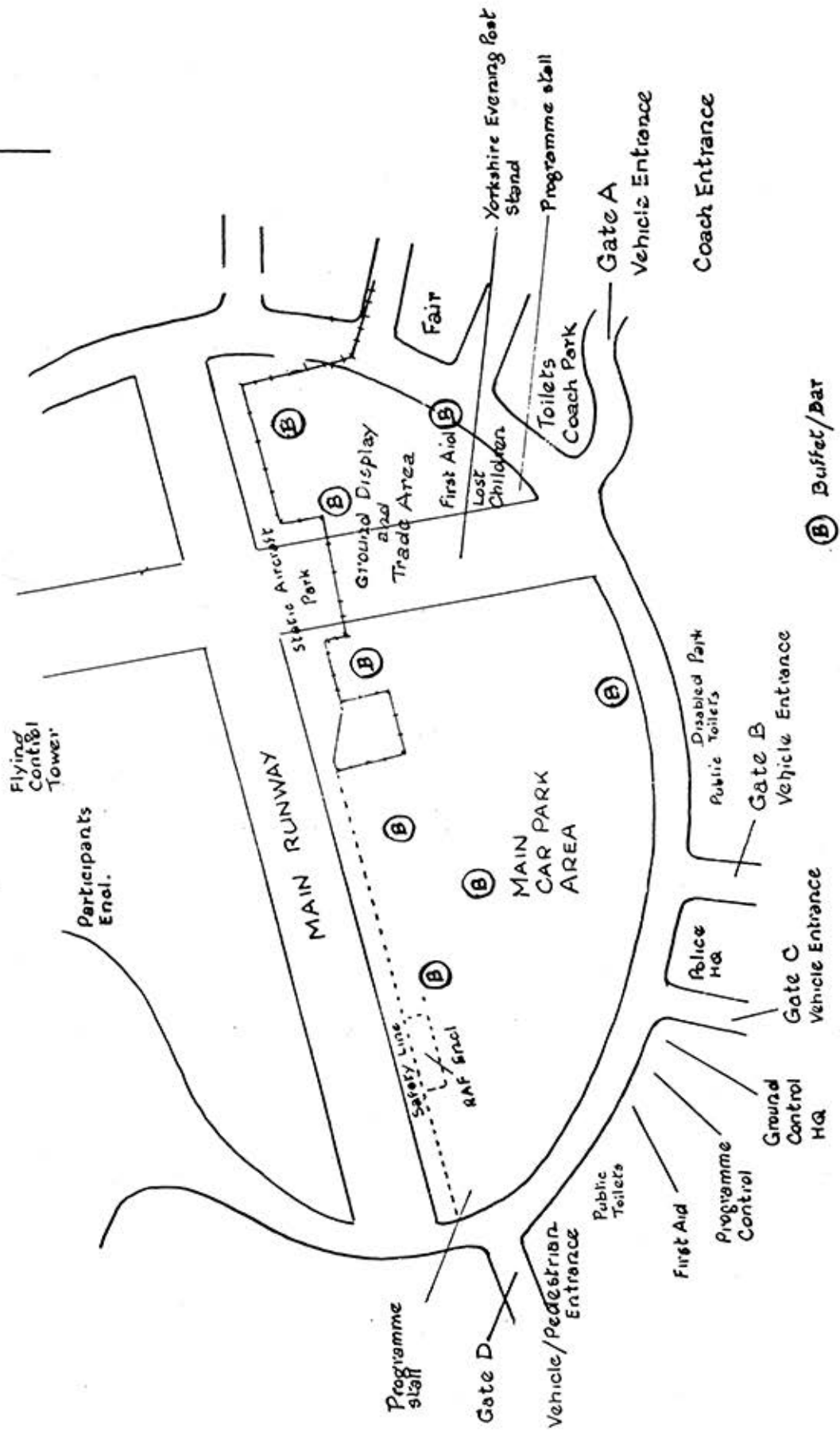
Yorkshire

EVENING POST



SAFA AIR DISPLAY

Sketch plan RAF Church Fenton Airfield (not to scale)



MESSAGE FROM THE CHAIRMAN OF THE SOLDIERS', SAILORS', AND AIRMEN'S FAMILIES ASSOCIATION

Admiral Sir Peter Herbert, KCB, OBE

The annual SSAFA Air Display has been entertaining audiences since 1949 and has become one of the best air shows of its type in Britain and a major fund-raiser for the Association, which does so much to care for the families of Serving and ex-Service men and women.

Organising such a large event of this type involves an amazing amount of real team effort and my thanks must go to the Station Commander and all of his staff at RAF Church Fenton for their massive contribution to the show. Also to the Yorkshire Evening Post for their continued sponsorship and the use of the services of Mr. Allen Rowley, who not only helps promote the show, but does a magnificent job as commentator. Mention must also be made of the splendid contribution by our own staff at Central Office.

Space does not permit me to mention everyone but, let us not forget the entertainers, the spectacular and skilled Royal Air Force Red Arrows, the Royal Navy's Fleet Air Arm, The Royal Marines Commando Display Team, the Army's Eagles and those NATO Air Forces from abroad, who have travelled many miles to Yorkshire to lend their support. No display, of course would be complete, without the presence of world famous aerobatic teams and their superbly professional pilots. Thanks to you all.

Finally I would like to say a very big thank you, to you, the spectators, for giving your support to SSAFA. May I wish you a great day's entertainment.



Group Captain C. J. Sturt OBE, MBIM, RAF Station Commander RAF Church Fenton



Born in India, and commissioned as a pilot in 1959 at the Royal Air Force College Cranwell, Group Captain Charles Sturt is no stranger to RAF Church Fenton as, following a tour in Shackletons with No. 205 Sqn. in Singapore, he was an instructor here from 1963–1966 with No. 7 Flying Training School, flying Jet Provosts. While at the Central Flying School at RAF Little Rissington, Group Captain Sturt flew as a member of the Red Pelicans Jet Provost Aerobatic Team and was leader of The Black Jacks synchronised pair display team.

Since then he has attended The Canadian Forces Staff College in Toronto, completed tours as Flight Commander and Squadron Commander (No. 201 Sqn and No. 120 Sqn) on MK 1 Nimrods at RAF Kinloss and, following a second tour in The Ministry of Defence, became Senior Staff Officer at Headquarters Southern Maritime Air Region at Plymouth, and Air Advisor to the Flag Officer Plymouth. He assumed command of RAF Church Fenton in July 1985. His wife, Ann, comes from Heworth, York and they have two sons.

Army Air Corps' Eagles continue a tradition



Specially formed to take part in air shows this year, the Eagles team continues a tradition which dates back to 1968 when the Blue Eagles Sioux Team was established at the Army Air Corps Centre, Middle Wallop.

The Blue Eagles gave many highly-successful displays in the eight years that they represented the A.A.C. before financial cuts caused the team to be disbanded at the end of the 1967 season.

Since that time, all Army flying displays have been given by individual aircraft, or by teams formed specifically for the purpose — the Sparrow Hawks in 1977 and 1979 with Gazelles; the Silver Eagles in 1982 with six Lynx helicopters and the Eagles in 1984 flying five Scouts.

The 1986 team continues this title but is flying four twin-engined Lynx anti-tank helicopters. As with all the A.A.C. teams since 1976, the machines are crewed by volunteer instructors from the Army Air Corps Centre at Middle Wallop.

The four helicopters in today's display are crewed by the following:

NUMBER ONE

LEADER — Capt. Tony Davies: joined the Royal Signals in 1963 and served in Singapore, Borneo and Bahrain prior to flying training in 1972. He has since flown in Malaya, Germany, Canada and Cyprus. He became a flying instructor in 1979, and is currently instructing on the Lynx. He is married with two children and lives in Grateley.

DEPUTY LEADER— WO2 Ian Shoobridge: joined the REME as an apprentice in 1968. He served as an aircraft technician in Germany and the U.K. including three seasons with the Blue Eagles prior to flying training in 1976. He has since flown in Germany, Cyprus, and Falklands and the U.K. on Gazelle, Alouette and Lynx helicopters. He qualified as a flying instructor in February 1986.

NUMBER TWO

Lt Kevin McKeown (Team Manager): joined the Royal Marines in 1968 and has served in the Far East, Near East and Norway prior to flying training in 1977. He has since flown in Norway, Canada, Germany in both the Scout and Gazelle. He became a flying instructor in 1985 and is currently instructing on the Lynx at the AAC Centre. He is married and lives in Hampshire.
S/Sgt Eddie Boyle: joined the Royal Engineers in 1970

and served in Germany and the U.K. prior to flying training as an aircrewman in 1977. He was awarded his pilot's wings in 1980 and served in Germany, Canada and the U.K. on Gazelle and Lynx. He qualified as a flying instructor in April 1986. He is married with two children and lives in Hampshire.

NUMBER THREE

Captain Michael J. Hartman, U.S. Army; is the U.S. Army exchange officer with the Army Air Corps at Middle Wallop. Whilst assigned to the AAC he is performing Flying instructor duties on both the Gazelle and Lynx helicopters. He enlisted in the U.S. Army in 1972 and completed the pilot's course in 1975. He was commissioned in 1981. Capt Hartman is qualified on the Bell UH-1H and Cobra helicopters. He is married with two children.

CO-PILOT — Sgt Bruce Stuart; joined the Army as a REME apprentice at Arborfield in 1975. In 1977 he became an avionics technician with the AAC and served in Germany, Denmark, Rhodesia and Italy. He became a pilot in 1983 and has since served in Germany and the U.K. He is currently flying with the Development and Trials Squadron. He is married with one daughter and lives in Reading.

NUMBER FOUR

WO2 Brian Ives: joined the Royal Army Service Corps in 1965 and trained as an avionics technician in the REME. Since completing flying training in 1976, he has served in Germany, U.K., Canada and Cyprus. He is currently a flying instructor on the Lynx. He is married with one daughter and lives in Norfolk.

CO-PILOT — Sqn Ldr David White: joined the RAF in 1969 and was trained as a pilot. Flying both fixed wing aircraft and helicopters, he has served in the U.K., Germany, Canada and France. Now a flying instructor, he currently holds the post of Deputy Chief Flying Instructor at the AAC Centre. He is married with two children and lives in Hampshire.

Test Pilot finds old trainer a challenge

Nick-named "The Recruit" by the many thousands of pilots who trained on the type on the West Coast of America in the early days of World War Two, the Ryan P.T.22 is an externally-braced monoplane of metal construction with a most unusual undercarriage arrangement.

The aircraft was designed and built in San Diego, California, by the man who built Lindburgh's famed "Spirit of St. Louis" and some 1,250 P.T.22s took to the skies.



The only one of its type in Europe, the aircraft in today's show is powered by a five-cylinder radial Kinner R.55 engine of 160h.p. which allows it to cruise at 115m.p.h.; and a climb rate of 1,500ft a minute can be achieved.

Although it was built as a trainer, the aircraft is far from docile. Its small, swept-back wings give it a high wing loading which results in a steep glide angle and an ability to snap roll with ease.

Its pilot today is Mr. J.F. Farley O.B.E., A.F.C., who was a Harrier test pilot from 1964 to 1983. An engineering student at the Royal Aircraft Establishment, Farnborough, from 1950 to 1955, he then joined the R.A.F. and trained as a pilot. Following a tour on Hunters he became qualified Flying Instructor at the R.A.F. College, Cranwell and was selected to train as a test pilot, completing the Empire Test Pilots' School course in 1963.

He was then posted to the Aerodynamics Research Flight at Bedford where his duties included being project pilot for the P1127 Harrier prototype. Whilst with the Flight he flew 34 different types of aircraft ranging from the Fairey Delta 2 (the first aircraft to raise the world's air speed record above 1,000m.p.h.) and the Bristol T221 (a modified Fairey Delta 2, having the Concorde wing plan form used for research into that project); to the Short SC1, a vertical take-off and landing prototype having four lift engines and one propulsion engine.

In 1967 he joined Hawker Siddeley Aviation as a test pilot on the Harrier programme and subsequently became Chief Test Pilot. During his Harrier test flying career, Mr. Farley operated the Harrier from 14 different ships, did the first flight off the "ski jump" and the first flight of the Sea Harrier.

He says he finds it much easier to stop and then land a Harrier than to land and stop the Ryan P.T.22. To date, it is alleged, one Ryan landing in 20 can be expected to include a ground loop! We shall see!

Royal Navy Lynx



The Lynx is a lightweight, all-weather, multi-purpose helicopter. 702 Naval Air Squadron is the Lynx training squadron, and 815 Naval Air Squadron is the parenting squadron for all front-line Lynx flights. Both squadrons are based at R.N.A.S. Portland, H.M.S. Osprey near Weymouth.

All Type 22 Frigates, Type 42 and County Class Destroyers and Exocet and Seawolf Leander Frigates carry a Lynx. They can also operate from Invincible class through-deck carriers, Fearless class assault ships, H.M.S. Bristol and most Royal Fleet Auxiliaries.

The main roles of the Lynx are anti-surface vessel and anti-submarine warfare. Its secondary roles include Naval Gunfire Support, Vertical Replenishment, Search and Rescue, Helicopter Delivery Service and Troop Lift.

The maximum speed of the Lynx is 150kts, and the normal cruising speed is 120kts. It weighs 3200kgs and the maximum all up weight is 4425kgs. The endurance of a Lynx is normally 2 hours 45 minutes but this can be increased to four hours with the addition of extra fuel tanks. This gives the Lynx a range of up to 250 miles. The maximum external load that can be carried is 1,360kgs or nine fully-equipped troops can be seated in the cabin.

The helicopter can carry a number of weapons, including Sea Skua anti-ship missiles, Mk 46 Torpedo, Mk 44 Torpedo, Stringray Torpedo, Mk 11 Depth Charge, 600lb bomb, General Purpose Machine Gun, Marine Sound Signals, Signal Flares, Smoke and Flame Floats and a Signal Pistol.

The sensors carried by the machine include radar, electronic support measures, magnetic anomaly detector and a night vision aid. The Lynx carries three radios and has a navigation computer to correlate target information and navigation.

The aircraft can operate in all weathers and in all climates from the Arctic and Antarctic to the Equator, day or night, with a crew of one pilot and one observer. When embarked in a ship, the helicopter and crew are very much part of the ship. They are invaluable, being the ship's main sensor and main weapon system.

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 in 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.

The Navy's here!

No. 899 Naval Air Squadron, well represented in today's display, is the Headquarters and Training Squadron for all Royal Navy Sea Harrier squadrons. Its task is to train maintenance personnel to service the Sea Harrier and to convert pilots to the aircraft and train them to operate it in its three main roles: air defence, reconnaissance and strike.



PICTURE: H.M.S. HERON

The squadron provides a regular flow of trained personnel to the front line Sea Harrier squadrons and also undertakes trials of new equipment and runs specialist courses for qualified Sea Harrier pilots.

The squadron was first formed on December 15, 1942 at R.N.A.S. Hatston with 12 Seafire aircraft and six pilots. Five of the pilots are represented in the Squadron Crest by the clouds behind the mailed fist of the Commanding Officer.

The squadron embarked in H.M.S. Indomitable on January 1, 1943, working-up in the Clyde area before providing fighter cover for the Sicily landings in July. When Indomitable was torpedoed, the squadron was transferred to H.M.S. Hunter, and was again employed in close support — this time for the Allied landings at Salerno.

Subsequently No. 899 flew 201 sorties in the support of Allied landings in the South of France, and carried-out bombing missions against shipping in the Aegean. February, 1945, found the squadron at sea in H.M.S. Chaser, bound for Australia, where they were given the task of converting ex-R.A.A.F. Spitfire pilots on to Seafires. No. 899 was disbanded at R.N.A.S. Schofields on September 27, 1945, having flown a total of 502 operational sorties.

Ten years later, the squadron was re-formed with 12 Seahawks and, after working-up, embarked in H.M.S. Eagle for the Mediterranean on "Operation Musketeer" — the Suez campaign. It was disbanded again in January, 1957, having logged 2,000 deck-landings in only 13 months.

Re-commissioned with Sea Vixens in February, 1961, it was the Sea Vixen Headquarters Squadron at R.N.A.S. Yeovilton and achieved notable success with in-flight re-fuelling demonstrations, making two appearances at Farnborough Air Displays.

No. 899 assumed front line status again in 1964 and spent most of its time in the Far East. In 1967 the squadron covered the British withdrawal from Aden and a Sea Vixen was the last aircraft to leave, carrying the British flag.

Again disbanded, No. 899 was re-commissioned in 1980 with Sea Harrier FRS Mk.1 aircraft and the Argentine invasion of the Falkland Islands saw 899 embarked in H.M.S. Invincible and H.M.S. Hermes. It was in the thick of the fighting from the very first day, when five squadron pilots took part in the first raid on Stanley Airport.

Aircraft of No. 899 Naval Air Squadron

Aircraft operated by No. 899 Squadron between 1942 and the present date are the Seafire, Sea Hawk, Sea Vixen and Sea Harrier.

Technical details of the four aircraft are as follows:

SEAFIRE:

Makers: Supermarine

Wingspan: 36ft 8ins

Length: 30ft

Powerplant: One 12 cylinder liquid cooled Rolls-Royce Merlin of 1,340h.p.

Top Speed: 365m.p.h. at 16,000ft

Radius of action: 250 miles (330 with external tanks)

Service Ceiling: 36,400ft

Armament: 2 x 20mm cannon

4 x .303 machine guns

1 x 500lb bomb

2 x 250lb bomb

SEA HAWK:

Makers: Hawker

Wingspan: 39ft

Length: 39ft 8ins

Powerplant: One Rolls-Royce Nene 103 producing 5,400lbs thrust

Top Speed: 590m.p.h.

Radius of Action: 288 miles

Service Ceiling: 41,000ft

Armament: 4 x 20mm cannons

Underwing pylons for bombs, rockets, fuel drop tanks

SEA VIXEN:

Makers: de Havilland

Wingspan: 50ft

Length: 53ft 6½ins

Powerplant: Two Rolls-Royce Avon 208 axial flow gas turbines — total thrust 22,500lbs

Top Speed: 610 knots

Service Ceiling: 45,000ft

Armament: Underwing pylons for missiles, bombs, rockets, flares, photographic pod, in-flight re-fuelling and drop tanks.

SEA HARRIER:

Makers: British Aerospace

Wingspan: 25ft 3ins

Length: 47ft 7ins

Powerplant: One Rolls-Royce Pegasus 104 turbofan

Top Speed: 650 knots

Service Ceiling: 40,000ft

Armament: 30mm Aden Guns. Underwing pylons for fuel drop tanks, 1,000lb bombs, cluster bombs, rocket launchers, flares, air-to-air missiles and air-to-surface missiles.



Fly Navy. Apply now.

support and search and rescue missions are just some of the tasks you could also be involved in.

You'll need to pass tests that will stretch to the limit your resources, your ingenuity and strength of character.

Right now, the Royal Navy requires men to train as Pilots and Observers for Short and Medium Career Commissions.

Needless to say, the calibre of people we're looking for is exceptionally high.

As a Pilot, you would find yourself flying Lynx or Sea King helicopters, or Sea Harrier jumpjets. As an Observer, you could be responsible for controlling a tactical situation involving ships, aircraft and other helicopters.

Anti-submarine warfare, logistic

Age on entry: under 26; minimum qualifications: 5 'O' level passes (or equivalent) including Maths and English Language.

Details of the next entry are available now from Captain M. P. Gretton, MA, RN, Officer Entry Section, Dept. 769, Old Admiralty Building, Spring Gardens, London SW1A 2BE.

Normally you should have been a UK resident for the past five years.



**ROYAL NAVY
OFFICER**

Stephens AKRO has classic elegance

Designed and built in the U.S.A. specifically for competition aerobatics at World Championship level, the Stephens AKRO is a superb high-performance aircraft.

A successful concept with its clean lines and classic elegance, a modified version is currently being flown by the World Champion. Powered by a 220h.p. Lycoming engine with fully-inverted fuel and oil systems, the AKRO performance is most impressive, with a climb rate of 4,000ft per minute, and a top speed of 220m.p.h. It is immensely strong with acceleration limits of plus 12G and minus 11G.

G-RIDE, appearing in our display today, has successfully represented the U.K. at the World Aerobatic Championships in Czechoslovakia in 1978 and will be giving demonstrations throughout Europe this year.

Flying the AKRO today is Bob Mitchell, a farmer from North Warwickshire who has been interested in aircraft from an early age and learned to fly as a civilian in 1964. He became interested in aerobatics whilst flying the ever-popular de Havilland Chipmunk.

Competition and display flying followed and from this he went on to wins in several national competitions in the late 1960s. In 1971 he became a member of the British Aerobatic Team, representing the U.K. in Europe, and he has since participated in many

international championships throughout the world.

He has now completed 22 years of flying and takes great interest in the restoration and preservation of antique aircraft, particularly those in working condition.

WOODFORD AIR SHOW

This event will be staged at the British Aerospace Airfield, Woodford, near Stockport, Cheshire, on Saturday, June 28. Gates open 10.00am; Flying Programme commences 2.00pm.

The programme includes: Falcons Free Fall Parachute Team, Battle of Britain Memorial Flight, Harrier, Jetstream, Royal Navy Historic Aircraft Flight, The Sharks Helicopter Display Team, Sea Harrier, Catalina, Pilatus P2, Toyota Pitts Special, Jaguar Stampe, Spitfire G-FIRE, Anson, Marlboro Aerobatic Team, Beech Expediter, Mosquito, Rapide, Nimrod, 748, Air Circus from Tiger Club, Airship Industries.

There will be pleasure flying in helicopters and fixed wing aircraft; a fairground and vintage car display and ground displays by the R.A.F., Royal Navy and the Army.

Admission charges are: Adult £3; Child £1.50; Car Park £1. Advance tickets from: R.A.F.A., 58 Deepdale Road, Preston, PR1 5AA.

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Unipart Aerobatic Team

Now in its second season under Unipart sponsorship, the team have firmly established an international reputation for high-quality, creative flying with their aerial ballet routine.

This year they are continuing to fly the two-ship display format, using Fournier RF4 Motorglider aircraft in a 10-minute sequence combining skilled formation and opposition aerobatic manoeuvres, traced in the air by attractive, double wingtip smoke trails. The show is usually choreographed to music from Pink Floyd — a specially-edited version of "Shine on You Crazy Diamond" from the L.P. "Wish You Were Here".

Operating from their base at Biggin Hill, the team will this year perform at up to 100 events. The Team is unique and original because the Fournier RF4 Motorglider is not normally associated with display flying. Due to its glider design and small 1,200c.c. Volkswagen conversion engine, the aircraft presents a very gentle and graceful impression of flying, as well as being extremely quiet. With its undercarriage retracted, it looks most attractive in the air, having a wingspan of 40ft. And its wood and fabric construction make it very light, weighing-in at only 600lbs.

During their display, you will see the team perform a manoeuvre called "the gliding mirror" which has become their trademark. As the Fournier RF4 has no inverted fuel system, when it turns upside down the engine stops temporarily and, although the propellor continues to turn, the aircraft is actually gliding. This is what makes this particular manoeuvre so special: the inverted (upper) aircraft has to glide in a shallow dive, only a few feet above the lower aircraft.

This year the team has expanded to include additional pilots and aircraft. Joining John Taylor as team pilots are Tizi Hodson and Mike Dentith. The three will alternate flying events, now with the added support of a back-up RF4, although the two-ship formation will remain as the general display format. The Team is made up of:

John Taylor, 35, now in his ninth season as a professional display pilot. He began flying gliders at 15 and later joined the Tiger Club, entering aerobatic competitions, of which he won several. He has toured abroad with a solo Pitts Special display and led the Marlboro Team in 1981.

Tizi Hodson, 31, is in her first season as a team pilot. She obtained her P.P.L. in 1977 and joined the Tiger Club to pursue her interest in aerobatics. She has worked on charter operations and at flying schools in Botswana, Zimbabwe and South Africa and has also done some long-distance ferry flying. She is a former motorcyle display team rider, specialising in the "Wall of Death".

Mike Dentith, 36, joined the Tiger Club in 1976 and flew with their Turbulent Formation Team for six seasons, becoming an expert in flour bombing and balloon bursting!

Joy Frazer, 27, is Team Manager and first got into flying as a parachutist and later travelled the U.K. and Europe the hard way — as a "standing on the wing"



PICTURE: JOY FRAZER

artiste on a Tiger Moth. She obtained her flying licence in Texas, in 1980, and this year is flying the team's two-seat Fournier RF5, which is used as support aircraft; also for Press and PR purposes. Joy has had great success as team photographer.

Bob Warren, 37, is the engineer. He turned up in a crisis last year and is still with the team. He has worked on the development of racing car engines, built rally cars and worked on the design and construction of racing yachts.

Belgian F-16 promises excitement

Many spectators felt that the outstanding solo performance put on at last year's Church Fenton display was that by an F-16 of the Belgian Air Force.

We are delighted to welcome our Belgian friends to the SSAFA display once again and the inclusion of one of their F-16s in the flying programme promises more excitement. Specifications for this aircraft are much the same for those of the Danish F-16 given elsewhere in this programme.

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.

Church Fenton has a special place in the hearts of 609 Squadron pilots and ground crew and, no doubt, some of them are here today, lively as ever despite the fact that their average age is now around 70.

HARRIERS COMING ROUND THE MOUNTAIN



To 10,000ft in under forty seconds!

The Harrier GR3 is the world's first fixed-wing, vertical/short take-off close support aircraft. It combines high speed with the range and weapons loads necessary for effective close support duties, and entered service with the R.A.F. in 1969.

The aircraft has a high rate of climb — 10,000ft can be reached in under 40 seconds — and it can attain a speed of Mach 0.95 in level flight.

A total armament of 5,000-lbs can be carried. There are five weapons pylons — four underwing

and one under the fuselage. In addition, two 30mm Aden cannons can be mounted externally in pods on either side of the lower fuselage. Various combinations of weapons can be carried, including free-fall, retarded and cluster bombs, rocket projectiles and flares.

The Harrier serves with No. 1 Group in the U.K. and with R.A.F. Germany. The original GR Mk 1s have been brought up to the standard of the latest GR Mk 3, with the up-rated Pegasus 103 engine giving 21,500-lbs thrust.



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.

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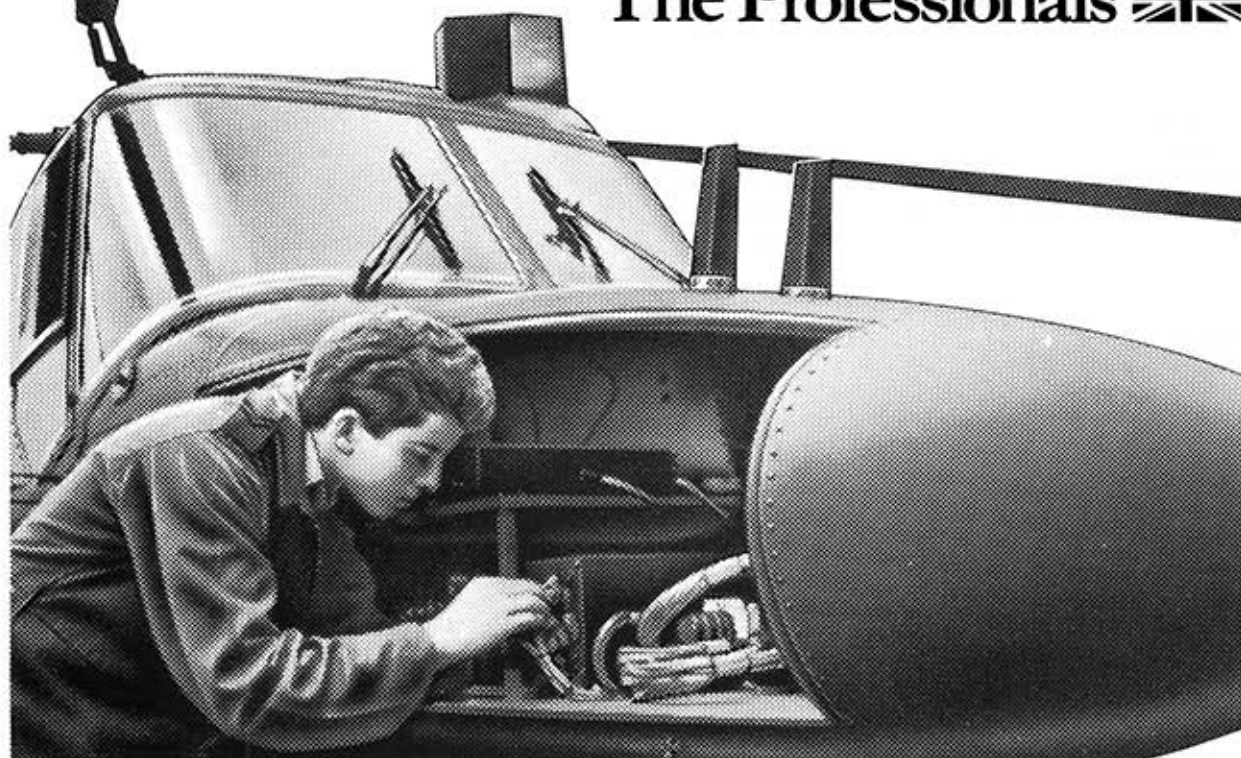
With the technical grounding they provide, you'll be able to tackle an impressive range of tasks from repairing a satellite communication system to running a power station overseas.

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 (and there's a lot more) call in at your nearest Army Careers Information Office. We're in the phone book under Army.

Technician Apprentice
The Professionals 





Spectacular show by The Sharks

Originally formed in 1975, The Sharks Helicopter Display Team puts four Gazelle helicopters through a spectacular display of formation flying.

Based on 705 Naval Air Squadron, Culdrose, Cornwall, the six team pilots are all qualified helicopter instructors, training pilots for the Fleet Air Arm during the week and displaying across the country in their own spare time at weekends.

The Sharks' display is a 10-minute series of close formation manoeuvres in a four-helicopter, pairs and a spectacular solo display, culminating in a Russian Roulette break.

The team perform at most of the major air shows throughout the summer season in the U.K. and are one of the few helicopter display teams in the world.

The Gazelle HT2 is manufactured by Westland/Aerospatiale and is powered by one Turbomeca Astazou 3N engine, rated at 600 s.h.p. The machine has a three-bladed semi-articulated main rotor with a 13-bladed Fenestron rotor in the fan-like duct in the tail. Maximum speed of the Gazelle is 168 knots when diving and 135 knots at sea level. Its length is 12.0m; height 3.2m and fuselage width 2.0m. The rotor diameter is 10.5m.

The instructors on 705 Squadron are some of the best in the helicopter world and, to prove it, they have won four out of the five prizes open to them in the British Helicopter Championships for the last two years.

The Championships include civilian as well as military competitors and are generally regarded to be highly prestigious events to win. A student helicopter pilot is, therefore, left in no doubt about the quality of the instructions being given to him, particularly since his instructors are members of The Sharks.

Sea Fury's 2,480h.p. from 18 cylinders

Old Fleet Air Arm types in today's crowd will be keeping watch for the Sea Fury — last of the F.A.A.'s piston-engined fighters in First Line service and a very tough old bird indeed.

The prototype Sea Fury, which first flew on February 21, 1945, was a naval version of the Fury 1 which was designed as a replacement for the Tempest in the R.A.F. Total production of Sea Furies amounted to 725.

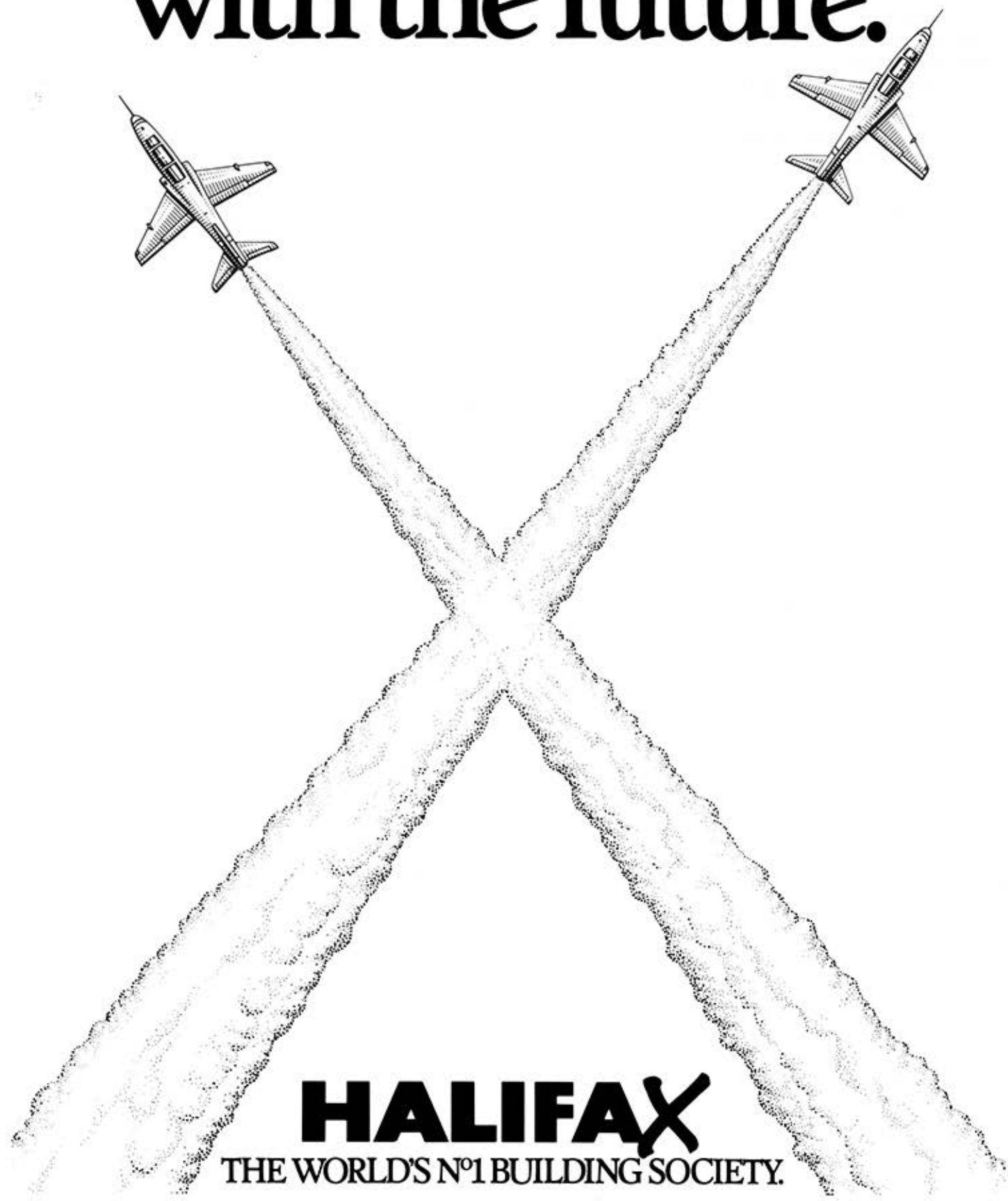
Powered by a Bristol Centaurus 18 engine, developing 2,480h.p. from its 18 cylinders, the Sea Fury is capable of 425 knots.

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.

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Turbulent Team appeals to teenies

The Tiger Club Turbulent Team specialises in putting on mini-displays but, apart from the size of the aircraft, there is nothing “mini” about the exciting shows put on by this famous team, ranging from crazy flying and dog fights to a hair-raising aircraft inverted ribbon-cutting, where a Stampe flies upside down in an attempt to cut a ribbon between two poles — with its tail fin only 20ft above the ground!

But the plan for today is to feature the club’s Turbulent aircraft and, as ever, this will be a delight to the children for this little aircraft is of a size which appeals especially to them.

A single-seat, open cockpit aircraft powered by a 1,500c.c. Volkswagen Beetle engine, it is built of plywood and fabric. Its top speed is 120m.p.h. in a dive. Its normal cruising speed is around 80m.p.h., which means that, on windy days, the team are often overtaken by cars when they are flying in the vicinity of motorways.

Fuel consumption is about three gallons an hour, or 27m.p.g., giving the Turbulent a range of around 150 miles. Many of these aircraft — including two in the team — are home built. And they are fun to fly, as the Duke of Edinburgh found when he gave one a try.

Today’s Turbulent team has been picked as follows:

G-APNZ (white aircraft) — flown by Neil Thomason, 30, the team leader. He started flying in 1972 with an R.A.F. Flying Scholarship and joined the Cambridge University Air Squadron in 1974, flying Chipmunks and Bulldogs. He has been a member of the Turbulent Team since 1978 and likes this kind of flying best.

G-ARRZ (red aircraft) — is flown by Bob Grimstead, 33, who learned to fly at the now defunct College of Air Training at Hamble. He started display flying in Turbulents in 1982 and led the team last year. G-ARRZ is his own aeroplane and, after giving a hectic display, he says he relaxes in his “other job” of flying Boeing 747 Jumbo jets for British Airways. His ambition is to fly in a four aircraft formation of Boeing 747s: but not, we trust, in a ribbon-cutting exercise whilst inverted!

G-ASAM (yellow aircraft) — David Keene, 30, learned to fly at Church Fenton in 1973. From 1974 to 1976 he was with the East Midlands University Air Squadron, based at R.A.F. Newton, near Nottingham and he joined the Tiger Club team in 1983. He runs a farm near Oxford and flying from one display to another, likes to compare the progress of other farms over which he flies.

G-ARZM (blue aircraft) — Matthew Hill, aged 19, learned to fly in 1984 and joined the Turbulent Team last year. He works as a glider tug pilot and is also a licensed aircraft engineer. As such he has responsibility for getting the aircraft started, which keeps him pretty fit because the propellers have to be hand-swung.

Rolls-Royce Spitfire is near perfect

The name of Rolls-Royce is always associated with perfection and the superb Rolls-Royce Spitfire is as near perfect an aircraft as can be. What’s more, it has a well-documented history. It goes like this:

23/10/43 – Ordered by the Air Ministry from Vickers Supermarine against contract number 1877/C 23(c).

3/44 – Built at the Supermarine Chattis Hall works as an F. Mk.XIV with a Griffon 65 engine and a “c” type wing. Issued with constructor’s number 6S432263 on completion. Service Serial RM689.

3/7/44 – Off Contract and taken on charge by the Air Ministry at 39 MU Coleme.

5/8/44 – To the Air Fighting Development Unit at Wittering to test special one-piece windscreen.

10/11/44 – To 33 MU Lyneham for storage.

24/2/45 – To 83 Support Group at Dunsfold.

1/3/45 – To 350 (Belgian) Squadron.

5/4/45 – To 409 Repair and Salvage Unit of the 2nd T.A.F.

19/4/45 – To 151 Repair Unit.

17/5/45 – To 83 Support Group at Dunsfold.

12/7/45 – Returned to 350 Squadron.

14/1/46 – To 443 (RCAF) Squadron, of 144 Canadian Wing of 2nd T.A.F.

20/3/46 – To 29 MU High Erroll.

19/2/49 – Sold to Ministry of Supply.

2/49 – Sold to Rolls-Royce and registered as G-ALGT.

6/68 – Leased to Spitfire Productions Ltd. Used in “Battle of Britain” film at Duxford.

6/69 – Returned to Rolls-Royce, Hucknall.

The aircraft has appeared in various paint finishes over the years, but now retains that used during its “film career” which represents a 1940s style camouflage and a machine of No.130 Squadron. It is one of the most superbly-preserved Spitfires anywhere in the world.

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SIX-YEAR-OLD SARA CROXFORD'S VIEW: "SSAFA IS NICE"



SSAFA — 'A Friend for Life'

The Soldiers' Sailors' and Airmen's Families Association was created in 1885 to provide life-long, caring support to Service and ex-Service families.

One hundred years later, in 1985, SSAFA's U.K. network of 4,500 trained volunteers helped with over 50,000 Service and ex-Service family problems and disbursed over £2 million in grant aid. Most of this aid came from the great Service and Regimental Benevolent Funds which SSAFA approaches on behalf of its clients.

SSAFA provides Service families with help in many different ways, ranging from emergency aid, advice centres for wives and young mothers, speedy news of families back home, escorts for families across London and Glasgow, professional community nursing service overseas and professional social work support overseas and in the large U.K. garrisons.

SSAFA cares for ex-Service families with friendship, home visiting, emergency aid, dealings with officialdom, comfort and care in bereavement and assistance with family problems.

SSAFA's team of trained volunteers and professionals means that SSAFA is always there as an impartial friend helping families to help themselves, wherever in the world they may live.

WATCH FOR THE TORNADO SWINGING IN!



PICTURE: SGT. BRIAN LAWRENCE ARPS, RAF

The Tornado F2 was designed to meet the R.A.F.'s commitment for air defence of the extensive U.K. air defence region. In all, 165 of the type have been ordered.

British Midland Viscount in flypast

A feature of the SSAFA display during the past few years has been the appearance of airliners chartered by aircraft enthusiast organisations.

This year the honours fall to a British Midland Viscount, chartered by A.B. Charter Ltd.

For some years the mainstay of British Midland London service operations at Leeds-Bradford Airport, the Viscounts on that service have now been replaced by DC-9 jets which have given an enormous boost to passenger traffic.

Meanwhile, the airline's Viscount 813 aircraft, in their distinctive livery, continue to operate other scheduled services within the U.K. and to the Channel Islands. They will continue to be operated by British Midland until the arrival of the new British Aerospace ATP aircraft, for which the airline was the launch customer.

At the moment of writing, it was not known exactly which Viscount would operate the air display charter but, for the benefit of enthusiasts on the ground, its registration will be one of the following: G-BAPF, G-BMAT or G-AZNA.

The Vintage Pair

For many years the Meteor and Vampire aircraft of The Vintage Pair have delighted air display crowds not only here at Church Fenton, but also at air shows all over Britain.

They should have been appearing as Event No. 27, in today's show. But as most visitors will know, both aircraft were destroyed on Sunday, May 25th, following a mid-air collision whilst they were performing their display at the annual air show at R.A.F. Mildenhall.

The Meteor was piloted that day by Flt/Lt. Andrew James Potter, 38, married with two children. Flying with him was Cpl. Kevin Turner, 24, a single man from Ilkeston, Derbyshire. Both were killed.

We take this opportunity of extending our deepest sympathy to their relatives, and to the remaining members of The Vintage Pair team who, like Flt/Lt. Potter and Cpl. Turner, had voluntarily given up so much of their own time so that the two vintage aircraft could bring pleasure to so many people.

And as a tribute, we have left on the centre pages of this programme the evocative colour picture that recalls the many happy days they spent stationed at R.A.F. Leeming, North Yorkshire.



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FIVE FAMOUS TRAINERS

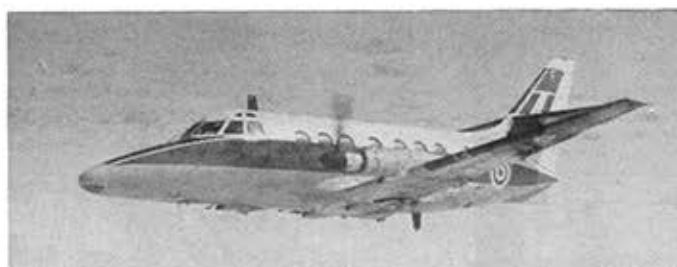
See them in today's flying and static displays



JET PROVOST — the best-known aircraft at R.A.F. Church Fenton, this two seat basic trainer was produced so that pilots could receive instruction on jet aircraft throughout the whole period of their training. It is an extremely docile aircraft, yet it can give a lively aerobatic performance. Span: 35ft 2ins; Length; 33ft 8ins; Max. speed: Mach 0.73 at 15,000ft.



GAZELLE — The Anglo-French Gazelle is one of the fastest helicopters in the world and is used by the R.A.F. on communications' work and as a rotary wing trainer. The engine is an Astazou 3N turbine, built by Rolls-Royce under an Anglo-French production agreement. Fuselage length 30ft 10ins; Height: 9ft 9ins; Rotor diameter 34ft 5ins



DOMINIE — the military training version of the famous HS 125 twin jet executive aircraft, the Dominie is used as a navigation trainer, and Multi-engine Training Squadron, based at R.A.F. Finningley, uses them for advanced pilot training. Span: 47ft; Length: 47ft 5ins; Height: 16ft 6ins; Maximum speed at high level: Mach .715.



BULLDOG — This is the standard R.A.F. basic trainer, which replaced the famous Chipmunk. It equips University Air Squadrons and the Central Flying School and is used to provide basic training for helicopter pilots. Span: 33ft; Length: 23ft 2½ins; Height 7ft 5½ins; Max. Speed: 130knots.



HAWK — the steeply-stepped cockpit layout gives excellent visibility from the rear seat of this strong and rugged trainer. It requires substantially less servicing than either the Gnat or the Hunter. Span: 30ft 9½ins; Length: 36ft 7½ins; Height 13ft ½ins; Maximum speed at high level: Mach .88.

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DAILY ex SA SU	1015	1105	BD413	DC9 ☒	DAILY ex SA SU	1135	1225	BD414	DC9 ☒
SA SU	1035	1140	BD423	VCV ☒	DAILY ex SA SU	1415	1505	BD416	DC9 ☒
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FLYING PROGRAMME

The flying display will be from 1300 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 44 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 – R.A.F. Harrier VTOL demonstration**
- 2 – Belgian Air Force F-16 demonstration**
- 3 – Royal Navy “Sharks” Helicopter Display Team**
- 4 – Royal Navy Historic Flight Sea Fury & Sea Hawk**
- 5 – Tiger Club Turbulent Team**
- 6 – Rolls-Royce Spitfire**
- 7 – Marlboro Aerobatic Team**
- 8 – Royal Navy Lynx helicopter demonstration**
- 9 – Stephens AKRO aerobatics (Bob Mitchell)**
- 10 – Army Air Corps “Eagles” Helicopter Display Team**
- 11 – The Ultimate Pitts (Richard Goode)**
- 12 – Royal Navy & Royal Marines Commando Display Team**
- 13 – British Midland Viscount flypast**
- 14 – Royal Marines–Kronenbourg 1664 Free Fall Team**
- 15 – Royal Navy Sea Harrier VTOL demonstration**
- 16 – Royal Navy Jetstream demonstration**
- 17 – Battle of Britain Memorial Flight (Spitfire & Hurricane)**
- 18 – Ryan P.T. 22 trainer (J. F. Farley, O.B.E., A.F.C.)**
- 19 – Unipart Aerobatic Team (Fournier RF4s)**
- 20 – R.A.F. Tornado demonstration**
- 21 – R.A.F. Jet Provost aerobatics**
- 22 – R.A.F. Gazelle demonstration**
- 23 – R.A.F. Hawk aerobatics**
- 24 – Royal Navy Sea King airborne early warning helicopter**
- 25 – The Tiger Club**
- 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 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 German 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 C. J. Sturt OBE, MBIM, 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, Ouse Area – County of North Yorkshire

The City of Leeds Sea Cadet Corps

The Automobile Association

The Royal Automobile Club

HM Youth Custody Centres, 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.

MONOPLANES AND TRI-PLANES,

The AKRO (right) is a highly-developed version of Clayton Stephens' original design for a high-performance aerobatic contest aircraft. It is being flown today by Bob Mitchell.



It looks almost like a model but the Fokker Dri Tri-plane was the scourge of Allied pilots over the Western Front, especially as flown by "The Red Baron". This is the full-size replica in today's show.



Wing-tips streaming smoke, the Fournier RF4 Motorgliders of the Unipart Aerobatic Team pictured in the "gliding mirror" display which has become the trademark of the team.

CHOPPERS AND VINTAGE PLANES



PICTURE: R.N.A.S. CULDROSE

A hair-raising moment (for spectators!) in the highly-skilled performance of "The Sharks" — the Royal Navy Helicopter Display team which is one of the world's top helicopter outfits.



PICTURE: H.M.S. HERON (CROWN COPYRIGHT)

Appearing in the colours and insignia of No.806 "Ace of Diamonds" Squadron, Hawker Seahawk WV908 (above) is known as "the world's only vintage carrier jet". Below, pictured against the background of the famous "White Horse of Kilburn" are the Vampire and Meteor of the Vintage Pair.



PICTURE: M.o.D. (CROWN COPYRIGHT)

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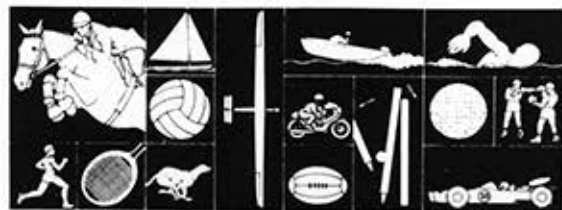


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Search & Rescue need Skill & Courage

Although the primary task of R.N.A.S. Culdrose is to provide an airborne ASW and AEW presence for the defence of this country, it is nevertheless a fact that the Air Station is best known to the general public for the work of its Search and Rescue crews. Each year over 100 rescues are carried-out by Culdrose personnel, whatever the weather and whatever the time of day or night.

During daylight hours, the Wessex helicopters of 771 Squadron provide cover within 50 miles of the coast. A three-man crew is constantly on stand-by to answer any emergency call and the duty aircraft can be airborne within two minutes of an initial scramble.

Recent rescues by the squadron range from the recovery of cows that had fallen over a cliff to an extremely hazardous rescue at sea. It is no coincidence that several members of the squadron have been awarded gallantry medals and Queen's Commendations for bravery.



The Wessex helicopters are backed-up by Sea Kings of 706 Squadron in their search and rescue duties. The latter are able to carry-out rescues up to 200 miles from Culdrose and, being equipped with radar and an automatic flight control system, they can also operate at night.

A duty roster comprising qualified aircrew from any of the squadrons at Culdrose decides who will fly during a night time emergency. Being winched down to a rocking, often badly-damaged vessel in a raging sea, or trying to keep a 10-ton helicopter in just the right position for a rescue to take place whilst it is being buffeted by wind and rain, necessarily demands a great deal of skill and courage. Every single person on the roster, however, is trained and prepared to do just that.

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

G-OODI: The Ultimate Pitts Special



PICTURE: PETER J. BISH

The Pitts Special was designed some 35 years ago, originally with a 60h.p. engine. It has steadily evolved to become the most popular unlimited level aerobatic plane, with the World Championships to its credit in 1972 and second places in 1978 and 1980.

The particular Pitts registered G-OODI, is one of some nine single seaters in the U.K. where it was made from plans supplied by the Pitts factory in the U.S.A. It began as a standard S1S with 180h.p. but, over a period of four years, it has been modified and refined by Richard Goode with the aim of producing an aeroplane capable of the most exciting aerobatic displays, as well as being a real contender for World Championship honours.

It is now equipped with a 270h.p. engine, lightweight wings and fuselage, very large control surfaces — all with aerodynamic servos — and detailed attention to streamlining. Those who have seen the aircraft flying are amazed by its performance, which is made all the more incredible by its extremely small size.

The Pitts Special has competed in two World Championships, plus a European Championship and has performed at some 250 aerobatic displays throughout Europe. It has now flown over 500 hours and has been seen by some four million people. Most recently, the "Ultimate Pitts" was used to win the 1983 British Aerobatic Championships in the hands of the Pace Aerobatic Team pilot, Peter Kynsey.

THE ULTIMATE PITTS:

Wingspan: 17.3ft

Length: 15.5ft

Weight empty: 730lbs

Maximum all-up weight: 1,150lbs

Power unit: Lycoming 10-360 four-cylinder of 270h.p.

Maximum diving speed: 230m.p.h.

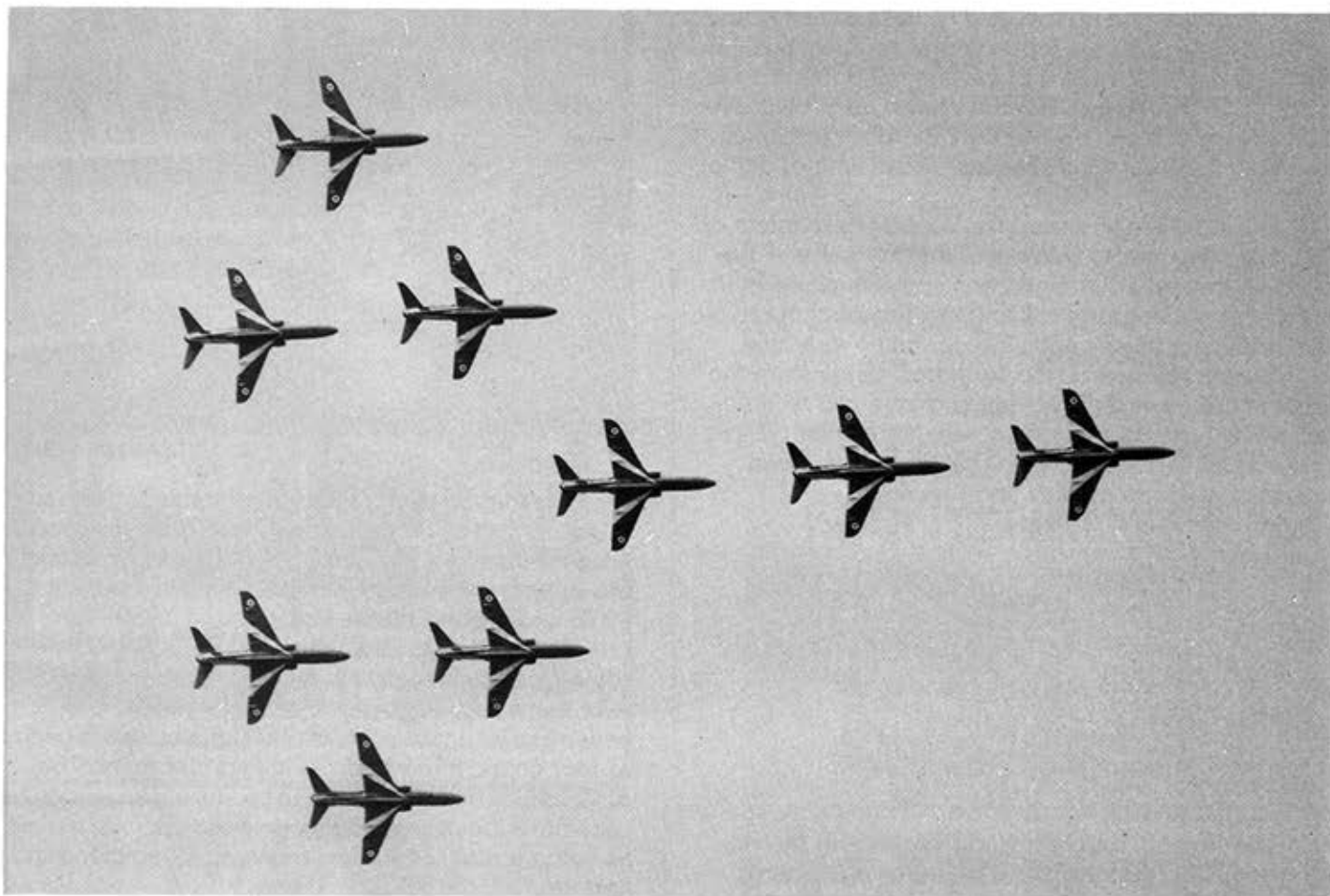
Maximum level speed: 185m.p.h.

Maximum cruising speed: 155m.p.h.

Range: 400 miles

Rate of climb: 3,400ft a minute

THE RED ARROWS CONCORDE FORMATION



The Red Arrows have been pictured in formation with Concorde; here they play at being Concorde in one of their famous formations.

Sea King Mk.4

The Sea King HC Mk.4 is specifically-designed for Commando operations. It is highly versatile and can be operated in a variety of roles.

With a maximum airspeed of 125knots, it can carry up to 28 fully-armed troops. An external load of up to 8,000-lbs can be carried and positioned in the most concealed of landing sites. The helicopter's range of around 300 miles also makes it useful for search and rescue missions or air ambulance duties.

Built by Westlands, of Yeovil, and powered by two Rolls-Royce Gnome gas turbine engines, the Sea King has navigation equipment superior to that of any other naval helicopter. The Decca Assisted Tactical Air Navigation System is the primary aid for all operational flying, with a full civilian avionics set for transit flights.

There are three Sea King Mk.4 squadrons in the Fleet Air Arm — 707, 845 and 846 — all of which are based at R.N.A.S. Yeovilton, in Somerset. The aircraft in today's display is expected to be from 707 Squadron.

Static Aircraft Display

Aircraft scheduled to appear in the Static Display, alongside the Public Enclosure, include:

From the R.A.F.: Jetstream, Tomado, Dominie, Buccaneer, Bulldog, Jaguar, Jet Provost and Puma.

West German Air Force: C-160 Transall, Alpha Jet and F4 Phantom.

United States Air Force: possibly A-10, F-15 and F-16.

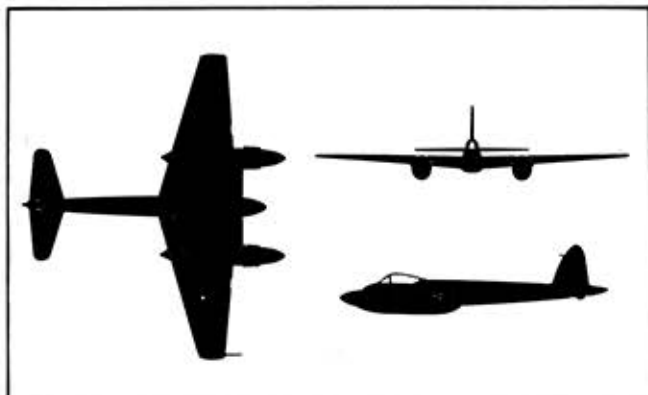
Royal Danish Air Force: F-16.

Royal Navy: Sea King Mk.IV.

There will also be a selection of visiting light aircraft in the Static Display.

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Royal Marines Free Fall Parachute Display Team

The Royal Marines Free Fall Parachute Display Team, holders of numerous British, European and World records, are sponsored by Britain's best-selling premium lager, Kronenbourg 1664.



PICTURE: R.N.A.S. CULDROSE

The year 1664 is the vital link in this successful partnership for that was the year when both the Royal Marines and Kronenbourg were formed. Both organisations have distinguished histories and today combine to provide the very best in entertainment and refreshment.

Since the signing of the sponsorship, in April 1985, the Royal Marines have benefitted from Kronenbourg 1664's widespread support. So much so that, in September last year, the team set a new world record for free fall parachute "stacking".

Seen by millions of British TV viewers, the Marines set a new night-time stacking record of 22 and equalled the daytime record of 23.

The world record attempt did more than generate extensive publicity for the Marines and Kronenbourg 1664; it raised thousands of pounds for one of the

world's most worthy causes — the Band Aid Trust. As a result of the Marines' record, and fund-raising activities in Courage outlets, over £10,000 was raised for Ethiopian famine relief.

The team comprises 10 Royal Marines who, on average, perform about 750 display jumps during their stint with the group. Afterwards, they return to general Commando duties which could mean being based anywhere in the world.

Weather permitting, Free Fall team members begin their descent from the optimum altitude of about 10,000ft and, falling at speeds in excess of 120m.p.h., demonstrate the skills involved in "canopy relative work".

This is the art of controlling the merging of two parachutists so that they hook-up with each other in flight to form what is, in effect, a human bi-plane. Other parachutists then join the bi-plane, linking together in flight under separate canopies with their feet entwined in the rigging of the man below them.

It was their success at canopy relative work that brought the Marines that record last September. And that record was one of a long line of honours won by them. In recent years the team has almost made a clean sweep of honours both at home and abroad.

A "living memorial" to World War Two airmen

Formed at Biggin Hill in 1957, the Battle of Britain Memorial Flight now comprises a Lancaster, two Hurricanes and four Spitfires. It is examples of the two latter types that we expect to see in today's display.

The Spitfire will be particularly welcome, 1986 marking the 50th anniversary of the first flight of the prototype "Spit". So successful were the advanced aerodynamics and construction techniques stemming from the Schneider Trophy racing aircraft, incorporated in the Spitfire's design by R. J. Mitchell, that developments of the aircraft were to establish and maintain the air superiority vital to the defence of the United Kingdom throughout the war that followed.

The Hurricane was one of the most outstanding machines in military service and heralded a new era in R.A.F. fighter-design. It was the first monoplane interceptor in R.A.F. service, the first combat aircraft to exceed 300m.p.h. in level flight, and the first eight-gun fighter. Designed by Sydney Camm in 1934, the Hurricane was a descendent of the famous Fury and Hart and the forerunner of the Hunter. Although it lacked the glamour and popular appeal of the Spitfire, the Hurricane in fact played the larger part in the Battle of Britain, since it was responsible for three fifths of the enemy aircraft destroyed during that conflict.

The Battle of Britain Memorial Flight is a cogent reminder of the part played by the Royal Air Force throughout the Second World War, and is seen by many as a living memorial to all those aircrew and groundcrew who were involved. The aircraft themselves are a remarkable tribute to the designers and all who contributed to their production and maintenance.

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A Top International Aerobatic Team

The Marlboro Aerobatic Team make a welcome return to Church Fenton with their skilful display of formation and synchronised aerobatics.

The team has established an international reputation for excellence in demonstrating piston-engined aerobatics in their rugged Marlboro Pitts Specials. Their 12-minute "all action" display demonstrates the versatility of these remarkable aircraft, which can flick twice about their own flight path in the wink of an eye.

They are constructed to fly equally well upside down, as can be seen from their Mirror Formation Pass where the upper aircraft flies inverted, and it is clear why the "Marlboro" motif is painted upside down on one side of the fuselage.

Most of the manoeuvres are entered into at 180m.p.h., and in their opposition flying the aircraft close in to pass within a few feet at a combined speed of more than 360m.p.h. Such precision requires intense practise and perfect judgement, and the pilots need to keep very fit.

The Pitts Special is a highly-specialised, purpose-built machine designed to withstand the stresses of high speed aerobatics. About half the weight of an average family car, it has a cruise speed of 145m.p.h., a maximum diving speed of 205m.p.h., and a rate of climb of 3,000ft per minute. Its power comes from a 200h.p. Lycoming engine.

The Marlboro team pilots are no strangers to the Church Fenton display.

NIGEL LAMB is a 28-year-old ex-Rhodesian Air Force flier, now in his fourth season with the team. His air force career was not without excitement — during training he survived a forced landing in the dense bush country and later saw active service logging more than 1,500 operational hours. After his tour he qualified as an instructor on the Siai Marchetti SF260. Now he loves flying with the Marlboro Team, especially as it has enabled him to fulfil a long standing ambition to see Europe — from the ground as well as the air.

IAN PEACOCKE is 29, and also hails from the African continent, although his family were originally from Kent. Like so many successful pilots, he started flying by scrounging rides until he was old enough to be accepted for air force training.

He learned to fly on Piston Provost and Impala aircraft, gaining his wings in 1976, after which he qualified as a helicopter pilot and became an instructor. He then spent an exciting three years in the Sultan of Oman's Air Force before joining the Marlboro team.

Between flying seasons he goes home to Zimbabwe National Parks and Wildlife Operations on conservation work and his exploits have included capturing crocodiles on the Zambesi — strictly for stock breeding!

Shades of the Red Baron

When the original Fokker Dr1 Triplane appeared in 1917 its performance and manoeuvrability over the Western Front were superior to most other machines, and it has remained one of the most famous aircraft of all time.

Appearing in to-day's show, the full-size replica of the machine flown by Baron Von Richtofen — equally well-known as "The Red Baron" — was built in 1976 at St. Just Aerodrome, near Land's End, Cornwall.



It is owned by two aircraft enthusiasts, Robin Bowes and Pat Crawford who live near Plymouth. Robin is flying the aircraft in today's display. He describes himself as an "aircraft nut", having been given his first flight as a birthday treat at an early age. He gained his Private Pilot's Licence in 1967 at Plymouth Aero Club.

As far as can be ascertained, no original Fokker Triplane exists in flying condition and this accurate replica has, therefore, proved to be a very popular item at air shows. It is the only First World War design to appear regularly at air displays, and thereby gives enthusiasts the opportunity to make interesting comparisons between one of the earliest warplanes and those in regular use today.

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PICTURE: ROYAL DANISH AIR FORCE

Danish F-16 features bark and bite

For the third year in succession, the Royal Danish Air Force are appearing in the SSAFA display, but this year they have a change of aircraft and are featuring the American-built F-16 fighter.

The F-16 had its origins in the U.S.A.F.'s Lightweight Fighter (LWF) prototype programme, in 1972. The first of two YF-16 prototypes made its official first flight on February 2, 1974 and reached a level speed of Mach 2 at 40,000ft on March 11, 1974.

During subsequent weapons trials, this aircraft extended the planned operational capability of the design by launching successfully both Sparrow and Sky Flash missiles.

In 1978, one of the prototypes, fitted with a Martin Marietta Automatic Tracking and Laser Illumination System pod, became the first single-seat fighter to hit ground targets with laser-guided bombs without assistance from air or ground locators.

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

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

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Don't miss exciting R.N. and R.M. Commando display

Some of the most exciting of today's ground displays will be provided by the Royal Navy and Royal Marines Commando Display Team — a 55-strong team made up of men from the Royal Marines and the Fleet Air Arm, commanded by Lt. Richard Watts, R.M.



As well as the extremely popular cliff and assault course and static exhibition vehicle in the Public Enclosure, the team is due to give a spectacular display on the airfield, encompassing many of the skills demanded during commando operations. It starts with a Wessex 5 helicopter display and moves on to a mock battle scene, including demonstrations of "fast roping" from 40ft and a breathtaking 200ft abseil. A 10-minute unarmed combat display is followed by a display by the Royal Marines Free Fall Team.

The Wessex twin-engined short-range helicopter, though now approaching the end of its Service life, is still used extensively in its commando, and Search and Rescue roles. The helicopter, its crew, and team of mountaineers are all part of 845 Naval Air Squadron, based at Yeovilton, Somerset.

Whilst the Wessex gains height to drop the Free Fall Team, the show continues on the airfield with the unarmed combat display along the crowd line to facilitate easy viewing.

The 30ft high fibreglass "cliff" used to demonstrate the cliff and assault course has its own "death slide". Needless to say, the course has proved immensely popular with children wishing to test their nerve and agility; although what it does to the nerves of their mothers may be a different matter!

It is estimated that some 25,000 people tried the cliff and assault course last year. Expert instruction and supervision is on hand at all times and those who negotiate the hazards get a certificate of proof.

The static exhibition vehicle has recently been completely re-designed and now includes a continuous video show covering all aspects of Royal Marine training and operations.

Royal Navy's Lynx Training Squadron

702 Naval Air Squadron is the Royal Navy's Lynx training squadron, based at R.N.A.S. Portland, H.M.S. Osprey near Weymouth. The Squadron has seven Lynx HAS Mk 2 and three Lynx HAS Mk 3 helicopters. This number will be increased to a total of 13 aircraft.

The Squadron is tasked to train all Lynx aircrew and maintenance ratings to a standard that enables them to join a front-line Lynx Flight.

The Squadron is complemented for nine Observer instructors and nine Pilot instructors as well as the Commanding Officer. Pilot and Observer students spend six months on the Squadron and there are normally five courses each year. The first month and a half is spent converting to the Lynx during the Advanced Flying Training phase. The rest of the course is spent on Operational Flying Sea Training. Each course also spends one weekend at a foreign airfield to acquaint themselves with foreign air traffic control procedures.

As well as their flying, the students spend several hours in the Lynx Operational Simulator which is the most advanced operational simulator in Europe. Once they have finished their training they transfer to 815 Naval Air Squadron for operational flying on a front-line ship's flight.

The maintenance training cell is responsible for the training of Junior Rates and Senior Rates. The Junior Rates have between four and 12 weeks' training, dependent upon their trade. There are three trades: mechanical, radio and weapons electrical. Once they have finished their training they are qualified to maintain the aircraft and eventually they join a front-line ship's flight. The Senior Rates have on average six months' training which includes courses at other airfields.

On average, 702 Squadron trains 45 pilots and observers, 60 Senior Rates and 120 Junior Rates annually.

SEE THREE "KINGS" IN NAVY LINE . . .



PICTURE: R.N.A.S. CULDROSE



PICTURE: R.N.A.S. CULDROSE



PICTURE: H.M.S. HERON

The Royal Navy has never been better represented at the SSAFA display than it has been this year. Pictured here are three variants of the Navy's "Sea King" helicopter. TOP: Mk.5 from R.N.A.S. Culdrose; MIDDLE: AEW from 849 Squadron, R.N.A.S. Culdrose; BOTTOM: HC4 from H.M.S. Heron.

SHARKS 86 ARE A TOP NAVY TEAM



PICTURE: R.N.A.S. CULDROSE

It's a life of ups and downs for the Royal Navy's Sharks Helicopter Display Team. Standing up are (left to right): Lt. Pete Owen (32); Lt. Cdr. Nigel Hennell (37) team leader; Lt. Trevor Toms (27). Kneeling down are Lt. Ross Waddams (28); Lt. Ric Fox (26) team manager and Lt. Matt Jennings (28).

GROUND DISPLAYS AND EVENTS

ROYAL AIR FORCE — are displaying a Tornado facsimile, a Spitfire, Canberra cockpit, Avon jet engine and two display units depicting a career in the R.A.F.

AIR YORKSHIRE — the organisation exists to sustain interest in all aspects of aviation, particularly those relevant to this area, through monthly meetings held at the Yorkshire Aeroplane Club and through the publication of a monthly journal. Activities include guest speakers, films, annual competitions and visits to places of aviation interest. Aviation books and postcards are being sold on their stand. Contact: Adrian Heeley, 74 Banksfield Crescent, Yeadon, Leeds LS19 7SY. Tel: Guiseley 75745.

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 among 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.

R.A.F. BENEVOLENT FUND — have an exhibition trailer selling aviation souvenirs, gifts, T-shirts, posters, Christmas cards, golf umbrellas, pens, pencils, ties, films etc. All proceeds go to the fund.

R.A.F. ASSOCIATION (Tadcaster Branch) — are running a Tombola Stand.

NORTH YORKSHIRE POLICE — are staging a crime prevention display.

AIRFORCE ONE — c/o Nigel Wilson, 1/5D High Street, Lincoln LN4 — aviation photos, books, oil paintings, patches.

U.K. ATOMIC ENERGY AUTHORITY — Windscale Works, Sellafield, Cumbria — nuclear power display.

MRS. E. STEVENS — Redcote Bungalow, Homefield Road, Walton on Thames — mixed soft toy tombola stall.

JOHN BOURGAIZE TRADING — 46 Arnolds Crescent, Newbold Verdon, Leics. — general aviation souvenirs.

C. H. KELLEY NEWSAGENTS — Old Manor House, Bassingham, Lincoln LN5 9EY — aviation and military books, magazines, kits, prints and stickers.

STEWART AVIATION — P.O. Box 7, Market Harborough, Leics — Aviation products for pilots, planes and enthusiasts.

N.E. POSTAL BOARD — PR Office, Royal Mail House, 29, Wellington Street, Leeds — Royal Mail exhibition.

CAMPKINS CAMERA CENTRE — 11 Rose Crescent, Cambridge — films, cameras, binoculars and allied goods.

FARMHOUSE PRESERVES — (John & Pam Dawson), "Achill", Crag Lane, Huby, Leeds — home-made lemon curd, preserves and marmalade.



WEST LEEDS BOYS HIGH SCHOOL — is reaching for the sky with its latest project. In a basement under the Leeds College of Building, pupils from West Leeds have been building a Silhouette aircraft which is on show today. Once it has been based at the Sherburn Aero Club, they hope that past and present pupils of the school will be able to fly it from there. The aircraft has been built under the eye of craft design and technology teacher Mr. Kieran Padden, who saw a similar aircraft whilst on holiday in the U.S.A. and thought it would make a good project for the school. The cargo airline Flying Tigers flew the kit back to England free of charge and then the hard work began.

WHEATFIELDS HOSPICE — (Mrs R. Jenkins), Grove Road, Headingley, Leeds 6 — hand-made needlecraft, knitwear and plants.

AIR BRITAIN — (Manchester Branch), c/o 115 Hamilton Street, Ashton-u-Lyme, Lancs. OL7 0HB — aviation publications.

LEEDS PERMANENT BUILDING SOCIETY — 9/11 Kirkgate, Tadcaster, North Yorkshire.

BRIAN TURNER & ASSOCIATES — 173 Stanley Road, Cheadle Hulme, Cheadle, Cheshire — air souvenirs.

JOANNE LOUISE BOOKS — Lane House, Field Lane, Aberford, Leeds — hardback books.

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J.C.P. TRAFFIC — 15 Stanstead Close, Billericay, Essex — aviation and Red Arrows souvenirs.

GROUND DISPLAYS AND EVENTS

HEADQUARTERS N.E. DISTRICT — There will be two static displays, one being provided by the King's Division of Infantry and the other by H.Q. The Coldstream Guards, plus an information trailer. The King's Division exhibit consists of a tower with a "death slide" and a display trailer, plus weapons and vehicles. The Coldstream Guards display includes an information caravan and other vehicles.

SUSAN E. BRIGGS — 44 Woodlea Road, Yeadon, Leeds, West Yorkshire — velvet art (velvet designs pressed on card).

ENCYCLOPAEDIA BRITANNICA — 28a Manor Road, Bradford.

ELAINE NEWMAN — 10 Cliff Mount Terrace, Headingley, Leeds LS6 2HR — individually designed and produced mohair knitwear.

MRS JEAN BOOTH — 22 Pottergate Close, Waddington, Lincoln LN5 9LY — stoneware ceramics and soft toys; "cuddly aeroplanes".

YORKSHIRE WATER AUTHORITY — 21 Park Square South, Leeds LS1 2QG

MIL-SLIDES — 106 Selsdon Road, South Croydon, Surrey — aircraft kits, books, magazines, slides, films etc.

SKYLINE PHOTOGRAPHIC — Houghton Conquest, Bedfordshire MK45 3LA — photographic film and accessories.

S. & G. GUTTERS — 11 & 12, Wheatley Hall Business Centre, Wheatley Hall Road, Doncaster DN2 4LP — aluminium gutter systems.

GEOFF. HOWE — 3 Redburn Avenue, Shipley BD18 3AT — lamps and lighting shades, hand-knitted children's wear.

COTTON ON — (T.F. Wilson), Church View Cottages, Ulley Road, Kennington, Ashford, Kent — hand-printed and embroidered ladies' cotton clothing.

AMMUNITION COLLECTORS SOCIETY — 17 Upland Grove, Roundhay, Leeds 8 — militaria.

SELBY ROUND TABLE — c/o B. Hehshaw, 27 Station Road, Hambleton, Selby — tombola.

ART DYNAMICS — 3 Hamlet Road, Upper Norwood, London SE19 2AD — original oil paintings, prints, etc.

HOUSE OF BROOMFIELD — Fan Court, Longcross, Nr. Chertsey, Surrey — genuine hand-painted coins and cut-outs.

STANLEY HITCHCOCK FILMS — 7 Walnut Tree Close, Bassingbourn, Nr. Royston, Herts — displaying two aviation films: Shackleton and Nimrod.

SRP TRADING — 44 Hazel Road, Rubery, Birmingham B45 9DY — air band receivers and photographic equipment.

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JAVIATION — Carlton Works, Carlton Street, Bradford, West Yorkshire BD7 1DA. Tel. (0274) 732146; Telex 517382 — books, registers, stickers, T-shirts and a comprehensive range of HF/VHF/UHF airband receivers for aviation enthusiasts. Representative for the British Isles Aviation Society and its monthly journal "Rotate".

RANGER — Breakshear House, 164 High Street, Barnet, Herts — supplies a comprehensive range of military surplus equipment, particularly American clothing. Also an informed selection of survival and general outdoor equipment.



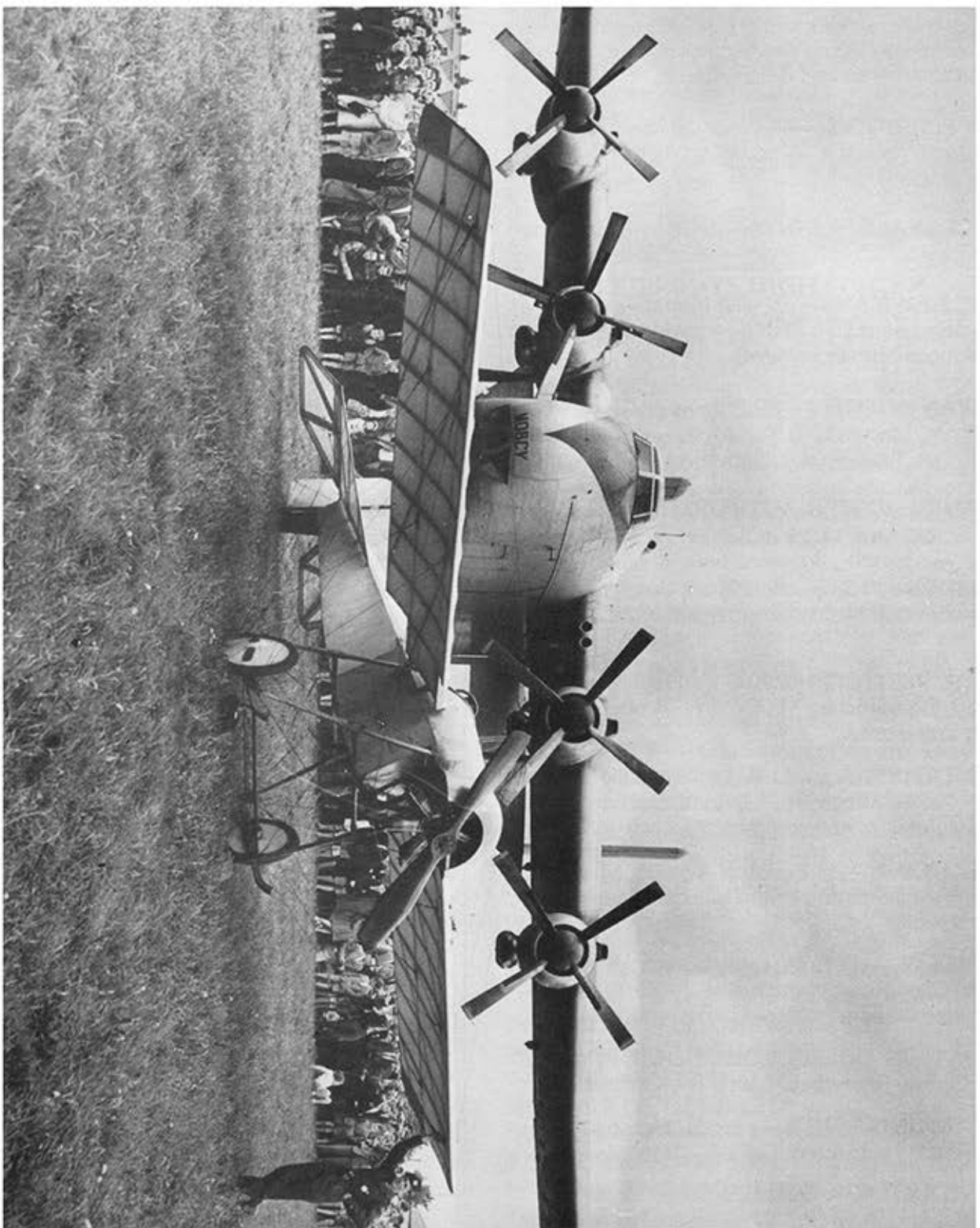
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MEMORIES, MEMORIES – SSAFA'S 1959 DISPLAY



PICTURE: ALLEN ROWLEY COLLECTION

Pictured at the 1959 SSAFA Air Display at what was then known as Yeaddon Aerodrome are two Yorkshire-built Blackburn products. A huge Beverley transport towers over the Blackburn Monoplane of 1912. And some of those lads in short trousers may be here today with their own sons . . .



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PICTURE: BRITISH AEROSPACE

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The organisers gratefully acknowledge the generosity of those donating the following prizes: BAXTERS OF SPEYSIDE – £24 worth of vouchers. WADDINGTONS GAMES LTD – Blockbusters Quiz Game. JOHN SMITH'S TADCASTER BREWERY – two dozen cans of lager. ABC CINEMAS, VICAR LANE, LEEDS – cinema tickets. NORTH SEA FERRIES – half pint tankard. CITY VARIETIES MUSIC HALL, THE HEADROW, LEEDS – Box for five for "Jack and the Beanstalk" pantomime. LIGHTWATER VALLEY, NR RIPON – Free entrance tickets. LONRHO TEXTILES LTD – Matching Continental quilt cover and pillow cases. ODEON CINEMAS, THE HEADROW, LEEDS – cinema tickets, T-shirts, LP records and film books. SEALINK UK LTD – book. LEWIS'S, THE HEADROW, LEEDS – Two £10 gift vouchers. WOODCOCK TRAVEL – £25 Travel Voucher. PHILIPS ELECTRICAL – Philishave. BEATTIES OF LONDON, KING CHARLES STREET, LEEDS – Model aircraft kits. THOMAS COOK – Oliver Teddy Bear. CUNARD LINE LTD – "Captain of the Queen" book, address and appointment desk set, apron. LEEDS CO-OP – Stereo cassette player, snooker cue extension. YORKSHIRE POST NEWSPAPERS LTD – Three one-day courses at the Yorkshire Evening Post Soccer Academy, six Yorkshire Post Cookbooks, Four sets of Old Leeds Prints, three LP's, three bottles of Scotch Apple Liqueur, Yorkshire Flask. YORKSHIRE POST STUDIOS – Colour portrait sitting. VOYAGER INTERNATIONAL LTD – £5 Boots gift voucher. SINGAPORE AIRLINES LTD – Sanyo battery travel shaver. SUCHARD – Six boxes Twilight chocolates. VOLARI – Four bottles of Volari wine. EAST MIDLANDS AIRPORT – Ladies scarves and gents ties. JOSHUA TETLEY & SON LTD – Framed picture of Tetley Dray Horses. QANTAS AIRWAYS – Two cabin bags.

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