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Sunday 14th June 1987

Official programme £1.00

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SSAFA Air Display – 25 Years at Church Fenton

The Soldiers', Sailors' and Airmen's Families Association has its beginnings in 1885 – quite some years before the first military aircraft got off the ground! It was created to provide life-long caring support to Service and ex-Service families – originally for Soldiers and Sailors and, since 1921, for Airmen and their families at the direct request of the Association's President, Queen Alexandra, who felt the Royal Flying Corps deserved inclusion thanks to their efforts during the first World War.

Yet despite the "newness" of the RFC and latterly the Royal Air Force, SSAFA has turned to the air since 1949 for its major, annual fund-raising event, the SSAFA Air Display.

For the past 25 years, RAF Church Fenton has been the host to the Air Display and without the support, enthusiasm and profound technical knowledge of this RAF station the display could not attempt to delight

such large crowds with complex flying and static displays year after year.

Thus SSAFA and RAF Church Fenton celebrate their silver anniversary. But there is another greater anniversary celebrated here at Church Fenton in 1987 – the air station's own 50th year of operation. Despite the infamous "Fenton Fog" which frequently blanketed the air field, and several threats of closure during past years when MOD cutbacks have loomed, RAF Church Fenton is now set for an exhilarating future as a major Flying Training School. The air station is set to receive the new Shorts Tucano training aircraft. This turboprop tandem-seat aircraft is, at 280 mph, slightly slower than the Jet Provost – a formation of 16 of which will start today's display – but it has greatly improved range and the ability to climb to height very quickly. It is also far less fuel-thirsty than a comparable jet aircraft.

The Gate Guardian

At the main gate to the air station stands Spitfire No BM 597 built at Castle Bromwich and first issued to 315 (Polish) Squadron. Badly damaged in 1943 she was returned to the factory for extensive repairs and later flew with 222 (Natal) Squadron and then with No 58 Officer Training Unit.

At the end of her flying life she became a static display aircraft at three other RAF stations before arriving at Church Fenton. By 1970 she needed

extensive refurbishing and arrived back at Church Fenton in 1982. When Church Fenton closed she was lent to RAF Linton-on-Ouse but returned to her rightful place on 8th September 1979.

Everyone at RAF Church Fenton, from the Gate Guardian to the Station Commander, and all at SSAFA, welcome you to this double anniversary Air Display and wish you an exciting and enjoyable day.

One of the Great Stars of the 1987 SSAFA Air Display is the Bristol Blenheim, Mk IV, which has been sponsored by "Superkings"



Captain R. E. Gillman

Writing a very personal and lighthearted account of his experiences, Captain R. E. Gillman recalls the Blenheim – and some of her eccentricities – in operation in 107 Squadron. It's a topic dear to his heart – he has written a book "The Ship Hunters" (published by John Murray Ltd) which is his account of the Malta detachment of 107 Squadron.

The Blenheim appears at the SSAFA Air Display thanks to the generous support of Imperial Tobacco Limited.

I Remember the Blenheim

Of all the aircraft in my log book, the Blenheim stands out most clearly in my mind, it being the first operational aircraft I flew. As a 19 year old bomber pilot, I went to war in a Mark IV putting the fear of God into my crew whilst leaving the enemy relatively unscathed.

The first tour was with 114 Squadron at West Raynham where we were involved in the not entirely pleasurable occupation of attacking enemy shipping at low levels in the North Sea and the English Channel.

The technique was to run in at wave height, let the 4 x 250 pounders go like torpedoes and scramble up over the ships' superstructures exposing our bellies to an enthusiastic enemy.

The bombs had eleven second delays to save us from blowing ourselves up, but if in the heat of the moment, you followed another chap in on the same ship and got the timing wrong, it could make your eyes water.

The Bristol Mercuries had a Plus 9 boost over-ride which I pulled most of the time, particularly on the way home, and that gave us a top speed of 270 mph.

When we were sent out to join 107 Squadron in Malta, an overload tank was fitted in the bomb bay, but we still had to wait for a following wind before leaving Portreath for Gibraltar. At the unaccustomed height of 10,000 feet, we felt somewhat over-exposed, and the two Browning 303's under the nose were turned backwards so that the navigator could watch our interest via a periscopic sight.

On joining the Squadron, they were turned to face forwards again, but as Nick couldn't hit a fly with a Douglas protractor and by this time had developed a nervous twitch anyway, I don't think the destroyers and flag ships that we came across were overly impressed.

There was another 303 in the port wing root, but it fired up in the air at such an angle that one would have had to have gone into a vertical dive to hit anything on the ground. I used to fire it like mad on the run-in to a convoy because I couldn't stand the noise of chattering teeth. Particularly my own.

The engine performance of the Mark IV wasn't too clever either. With a full bomb and fuel load, one could only maintain height above the ground if flying down the side of a mountain. But to be fair, at lighter weights she would stay up on one with a little coaxing.

The propellers weren't featherable of course, and were of the two-pitch variety. To change from 'fine' on take-off to 'coarse' for the climb, one had to grope under the left armpit for the necessary buttons. Unfortunately, the slow-running cut-outs were just below them. I guess the designers wanted to make sure we were paying attention.

The cockpit generally looked as if it had been designed by a committee who didn't get on well together. On the right of the pilot's seat as I recall were three levers all of the same shape to control different hydraulic functions, and the only concession to ergonomics was a tin flap over the undercarriage lever. This had been honed to a fine edge in order to sever an artery in the event of a wrong selection.

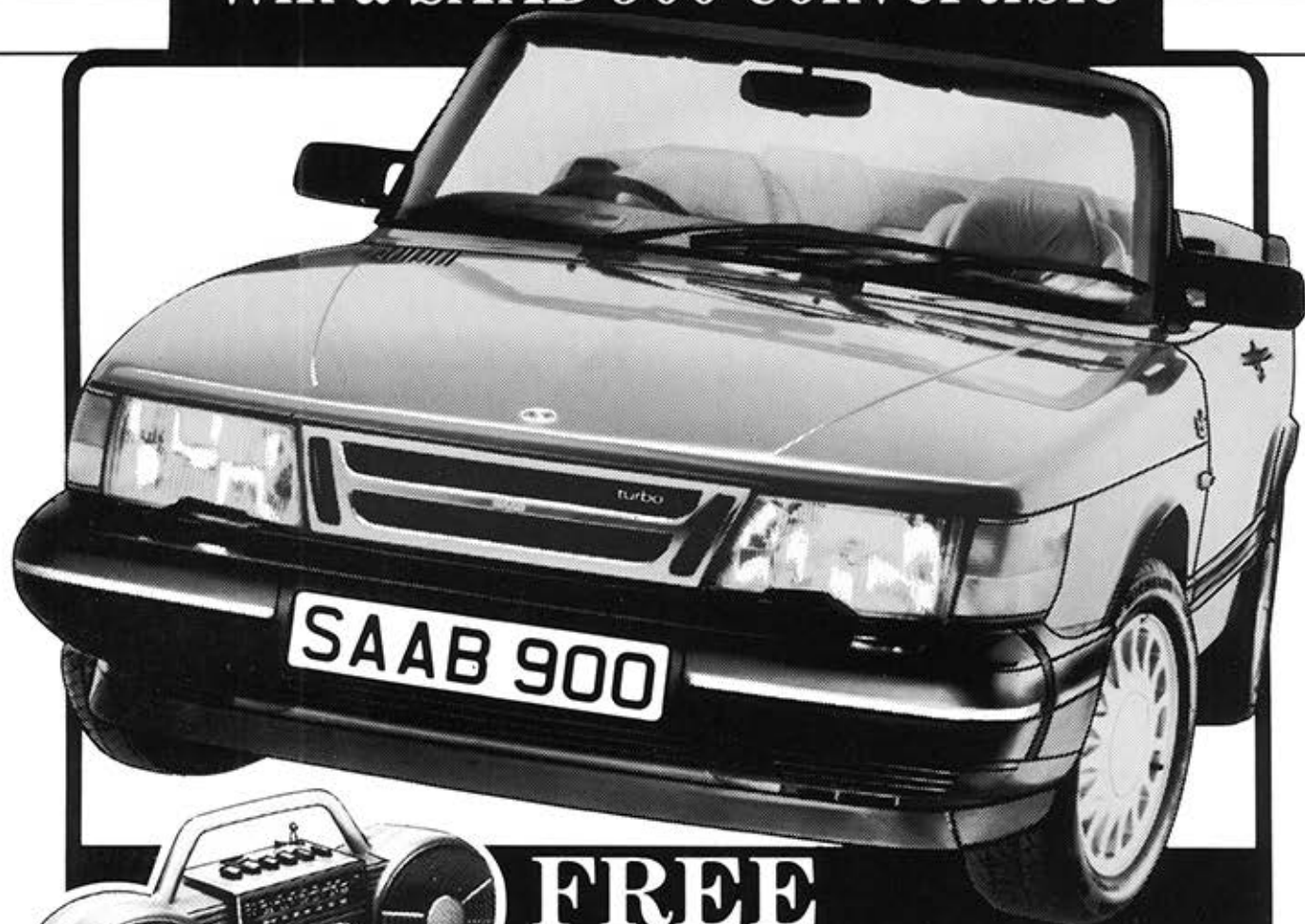
But to be serious, for its time it was a fine aircraft. It was the first type to attack the enemy on the outbreak of war, and it had an excellent operational record in all the theatres.

Because of the nature of the work it was doing,

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hundreds of Blenheims were lost. For instance, during the Malta detachment of 107 Squadron, only 3 of the original 29 crews were left after a few weeks, but that's another story.

That one of these machines should have been restored to flying condition after a lapse of over forty

years, is a remarkable achievement, and those involved are entitled to be very proud.

I for one, will feel a tingling in my back hairs when I see that old familiar silhouette in the air again.

Ron Gillman

Bristol "Blenheim" Mk IV



In widespread Squadron Service before the war (indeed the RAF had more Blenheims than any other type) a Blenheim carried out the first sortie of the war on September 3rd 1939, and thereafter they were pressed into heavy and continuous action for the next three desperate years. Serving in all Commands (Bomber, Fighter, Coastal, Training and Army Co-op) and in every Theatre of War; they suffered very heavy losses but their valiant crews displayed great courage – indeed no less than three V.C.'s were awarded posthumously to Blenheim pilots who led suicidal attacks. Blenheims were used as a day bomber, night bomber, day fighter, ground-attacker, night fighter (the world's first airborne radar interception was by a Blenheim), anti-shiping strikes, night-intruder, photo-recce, etc., etc., and later at OTU's and on other advanced training duties. A fine aircraft tragically overtaken by the more rapid development of their main adversaries.

TECHNICAL DETAILS

Type:	Twin-engine medium bomber, crew of three. Mid wing Mono-plane with retractable undercarriage.
Engines:	Two Bristol "Mercury" XXX supercharged radial units of 920 b.h.p.
Dimensions:	Span 56' 4", Length 42' 9"
Performance:	Max speed 276 m.p.h. @ 12,000 ft. Range 1,950 st. miles.
Weight:	9,790 lbs. empty. 15,682 lbs. max. take-off.
Armament:	1 fixed .303 forward, 1 free .303 forward, 2 x .303 Brownings in power-operated turret. 1,000 lb. of bombs stowed internally (usually 4 x 250 lbs.). Fighter/night-fighter version had belly pack with 4 x .303 Brownings.

HISTORY OF THE TEAM "BLENHEIM"

Built under wartime licence in Canada where it was known as the "Bolingbroke" – the name Bristols were going to use for the long-nosed version, but they retained the Blenheim name and called it the Mk IV as a development of the short-nosed Mk 1. This example of the Mk IV was constructed in 1942, by Fairchild Aircraft Co. at Longueuil, Quebec with the serial 10038 and served with RCAF until 1946, mainly with Mk 3 Bombing and Gunnery School, McDonald, Manitoba, with airframe hours of only 489 hours 35 minutes. After disposal it lay in a field until Ormond Haydon-Baillie purchased it and 9893 in 1972 and shipped them to Duxford. Tragically he was killed in his Mustang and the barely started rebuild project lapsed until re-organised and revitalized by Graham Warner. It is now registered G-MKIV but will be finished in 1941 RAF Group 2 markings of the 105 Squadron aircraft of Wing Commander 'Hughie' Edwards, V.C.

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Buy a ticket in the bumper tombola
and win a super prize.

Marlboro's Flying Champions



The Marlboro Aerobatic Team visit the SSAFA Air Display to weave aerial magic with their stunning display of formation and synchronised aerobatics which this year includes several exciting new manoeuvres.

Team leader and 1987 British Aerobatic Champion Nigel Lamb and his partner Richard Manning will take the well known Marlboro Pitts Specials through a 12-minute **all action** display which this year features the **Switchback Loop**, with Nigel pushing minus 5 'G', two sets of restraining straps preventing him from being literally catapulted from his cockpit, while Dick is being forced into his seat at five times his normal weight ... and the **Line Astern Barrel** where the aircraft corkscrew through an imaginary barrel lying on its side in the sky. The display is designed to demonstrate the versatility of the amazing Pitts Special which can turn 360 degrees on its own axis in the wink of an eye. During the **Head On Pass** the aircraft have a closing speed of more than 360mph and separated by no more than a few feet. Mid-way through the display Nigel Lamb dives in to give a demonstration of some of the manoeuvres he flew to win the British title, before the Team join up for a further series of synchronised and opposition manoeuvres culminating in their now famous finale, the **Marlboro Break** – their salute to the show.

AIRCRAFT SPECIFICATION

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 145mph, a maximum diving speed of 205mph, and a rate of climb of 3000 feet per minute. It is powered by a 200hp Lycoming Engine.

43 Years Old and Still Buzzing Around



The Mosquito in today's show was delivered to the RAF in 1945 and was bought from them by John Cunningham in 1963 for the knock-down price of £100. Today it is literally priceless, being the only one which is currently airworthy.

Now owned and operated by British Aerospace at Chester the aircraft participates in a limited number of flying displays each year, helping to raise money for charities such as SSAFA and for the Mosquito Aircraft Museum at Salisbury Hall.

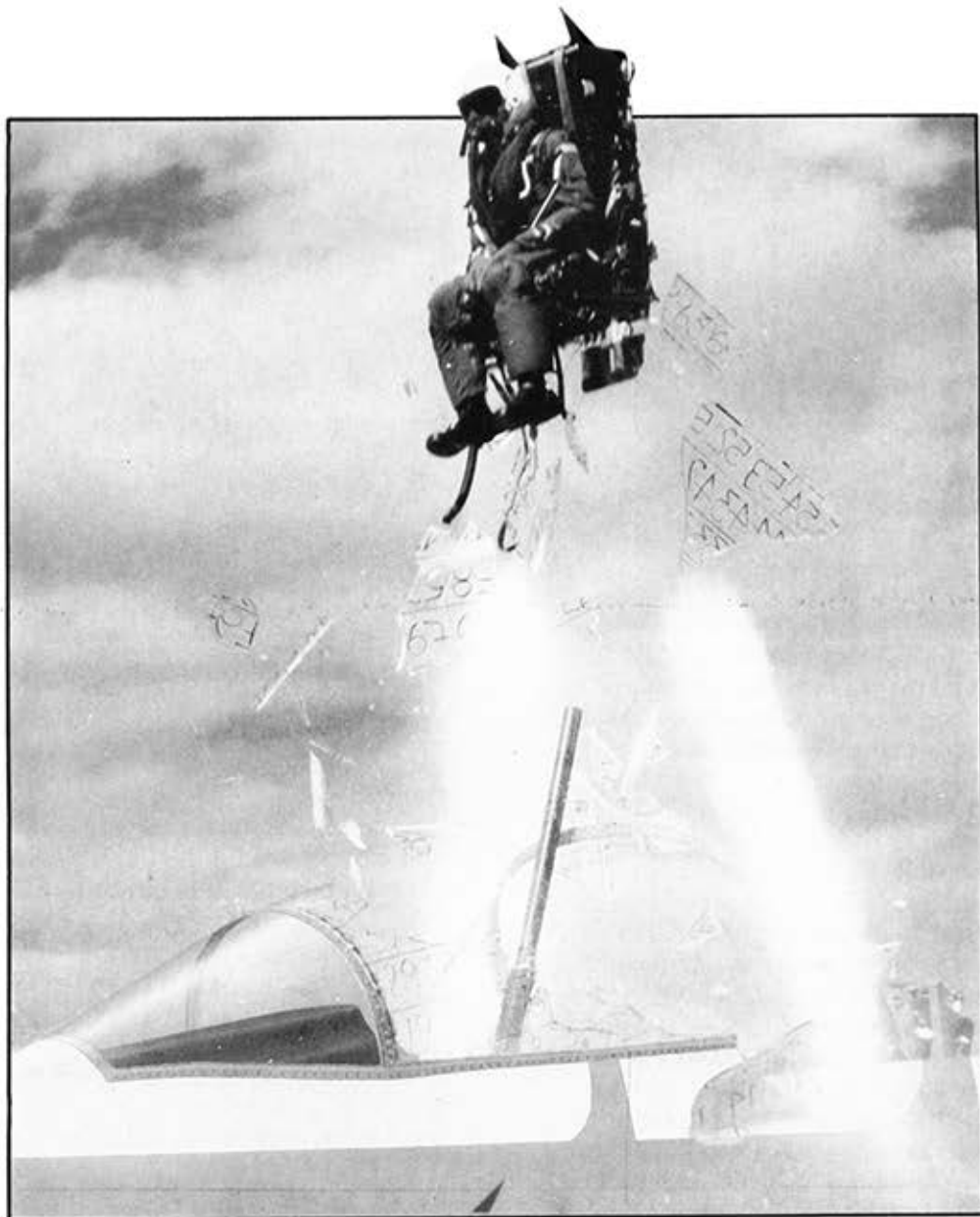
The Mosquito Pilot is John Sadler, whose full time role is with British Aerospace as a test pilot on the B.Ae 125 Executive Jet.

He started his flying on Chipmunks and joined the RAF in 1962, flying Canberras in Germany in the tactical bomber role. In 1968 he attended Flying School and then instructed on Jet Provosts at Syerston. His subsequent career has encompassed flying many aircraft including the Hunter, Lightning, Shackleton – all rather different from the Mosquito!

Keep Church Fenton Tidy!

We want everyone to eat, drink and have an enjoyable time at today's display, but **please**, for everyone's sake, put your empty bags, wrappers, bottles and cans in the bins provided. Should they become full towards the end of the day, or if there isn't one near you, please help us by taking your litter away from the air station and putting it in the bin when you get home. Many thanks!

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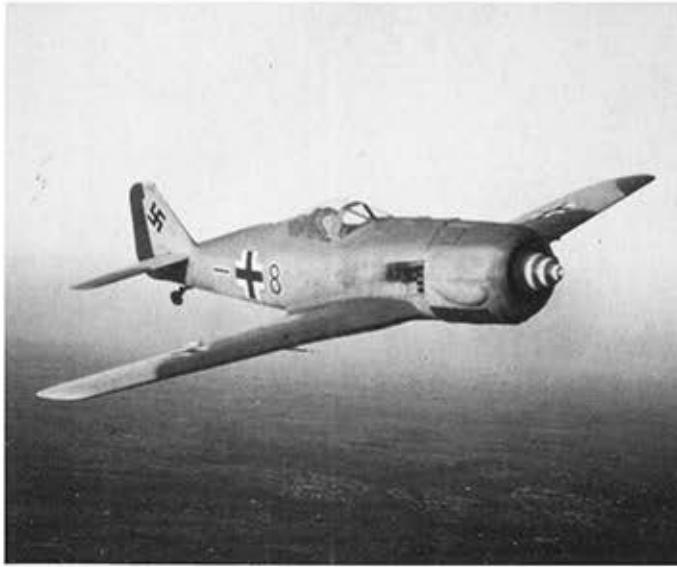
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Focke-Wulf 190 (Replica)



THE AIRCRAFT

The aircraft is a half scale replica of the famous World War II fighter. The original Focke-Wulf 190 first entered service with the Luftwaffe in 1941 and it immediately outclassed all the RAF aircraft ranged against it. This situation was to last until June 1942 when the Spitfire Mk.9 entered the RAF. With the much more powerful 2 stage blower Merlin the Mk.9 could match the F.W. performance.

The F.W. was designed by a team under the leadership of the well known German designer, Kurt Tank, and it went on to become the outstanding German fighter of WW II. The aircraft influenced the British designs of the early post war, particularly the Hawker Fury fighter.

A BMW 801C, 14 cylinder radial engine of 1660 h.p. was fitted to the F.W. 190A although some later models used the Daimler-Benz D.B. 603 V-12 engine. The maximum speed of the "A" model was approximately 350 m.p.h. at sea level.

The replica aircraft, built to half scale, follows accurately the outlines of the F.W. 190A. It is displayed here in the colours of a Luftwaffe squadron operating in France in 1944.

THE DISPLAY

In today's display the pilot will endeavour to show you all the aspects of the aircraft. The aircraft, like the original, is fully aerobatic and the full spectrum of looping and rolling manoeuvres will be shown. Additionally, the aircraft will be positioned to show the top and bottom plan views giving a clear demonstration of the accuracy of this replica. This display will last 8 minutes during which, it is hoped, you will see a convincing demonstration of a very powerful WW II aircraft.

THE PILOTS

The F.W. is owned, and usually flown, by two ex-RAF pilots both of whom are now involved in civil aviation.

Rod Dean served in the RAF for 21 years and left in 1984 as a Squadron Leader. He mainly flew Hunters and Jaguars, with some time on Hawks and Meteors, and now has a total of 4800 hours. Most of his time in the RAF was spent in either the Middle East or instructing in training units in the U.K. For two years, 1972 and 73, he was the Hunter display pilot for Fighter Command, Rod is now Marketing Manager for British Caledonian Flight Training.

Stan Hodgkins joined the RAF after a short period in the Fleet Air Arm as a "looker". He left in 1983 after flying mainly Buccaneers and Lightnings. Two years in Oman followed flying Hunters for the Sultan after which Stan returned to the U.K. Stan is an RAF and civilian flying instructor and after various flying posts, including Chief Pilot for Suckling Airways, he is now Chief Instructor for Arrow Air Centre at Shipdham. He now has a total of 5100 flying hours.

The Fokker DR1 Triplane – The Red Baron Returns

When the Fokker DR1 Triplane appeared in 1917 its performance and manoeuvrability was superior to most other machines, and it has remained one of the most famous aircraft of all time.

This is a full size replica of the machine flown by Baron Von Richtofen, better known as the infamous Red Baron. It was built in 1976 at St Just Aerodrome near Lands End and is owned by two aircraft enthusiasts – Robin Bowes and Pat Crawford. Robin Bowes is flying the aircraft and he describes himself as an "aircraft nut". He gained his Private Pilot's Licence in 1967 at Plymouth Aero Club.

No original Fokker Triplanes exist today and this accurate replica proves very popular at airshows as it is the only First World War design to appear regularly, giving spectators a chance to compare the earliest flying machines and those of today.

Robin Bowes and Pat Crawford are greatly appreciative of the assistance they receive towards operating the aircraft from WINGSPAN, the popular bi-monthly enthusiasts magazine.

The Gloster Gladiator Comes Home



L8032/G-AMRK, the aircraft on display today, is the world's only airworthy Gloster Gladiator. She was manufactured in 1938 and was built back up to flying condition in 1948 by Vivian Bellamay at Eastleigh, Southampton, and flown under civil markings. She was then passed to the Gloster Aircraft Company and extensively rebuilt at Hucclecote during the early fifties: guns were fitted and the aircraft was repainted in Service markings. When Gloster Aircraft closed down, the aircraft was presented by Hawker Siddeley to the Shuttleworth Collection for safe keeping in November 1980.

The aircraft's presence at Church Fenton is particularly appropriate, especially in this, the air station's 50th year, for it was at Church Fenton that No 72 Squadron, a Gladiator Squadron, made its home in 1937. The Gladiator was worked into service and

No 72 Squadron became the first of many Gladiator units.

In April 1938 the Squadron was on firing practice and ran into difficulties with holed airscrews. In September the Squadron was on call during the Munich crisis, but by now many Gladiator Squadrons were changing to Hurricanes and Spitfires. However, No 72 retained the Gladiator until April 1939 when the first Spitfires arrived. This was not the end of the Gladiator within No 72 however: by March 1940 the Squadron had moved to Acklington and when the airfield became unserviceable for Spitfires No 72 reverted to Gladiators for two weeks.

The Gladiator was the last in the line of inter-war Gloster fighters – following the Grebe, Gamecock and Gauntlet, and became the RAF's final biplane fighter.

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This popularity is shared by other Bedford vans. The combined registrations of Astra, Midi, Rascal and CF2 have gained Bedford the biggest sales increase in 1986 of any manufacturer.*

Team Astra vans are the most modern, aerodynamically-styled on the street. Their good looks alone speak volumes about your business.

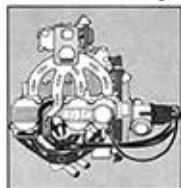
But apart from being street-smart they're street-credible.

The 'Good Van Guide' wrote in a comparative van test report, "By far the best (engine) though just has to be Astramax. Its engine is silky, pushing forwards smoothly and effortlessly".

'Commercial Motor', in their van comparison test, also noted how a

*Source: SMMT registration data. Light commercial vehicles up to 3.5 tonnes. Jan to Sept 1986 v 1985.

laden Astra diesel beat similarly laden Ford Escort and Peugeot 305 GL diesel vans, by returning 48.19 mpg.



In a similar test a laden, petrol-engined Astramax gave 36.25 mpg overall; the best of the bunch. One reason for such good fuel efficiency is the cross-flow cylinder head design.

Loadspace	Astra Van	Astramax
Height (max)	34½"	42"
Width (max)	53½"	63"
Length (max)	70"	68"

'Good Van Guide' also had good words about driving the Astramax "... very quiet, very refined, very civilised. You can almost forget you're driving a van". They added, "Astramax must become new light vans leader

with its blend of style, driveability and useful room".

Now to get down to carrying capacity, at the business end you have a choice of load volumes:

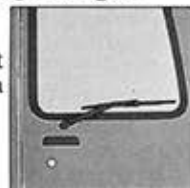
66.3 cu ft in the Astra, or 82 cu ft in the Astramax.

Uniformly distributed payloads are 415 kg for the Astra Van with 365 kg or 560 kg, depending on the model, for the Astramax.

Note, too, that unlike some vans a solid bulkhead is fitted as standard, so is a rear wash/wipe on Astra L models. This is now also available for Astramax vans.

Another clever touch, unique to Astramax, is the load extension deck in place of the passenger seat.

To sum up, Bedford's Team Astra vans lead because they're built to eat up roads as well as loads.



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To find out more, call in at any RAF Careers Information Office (in the phone book under Royal Air Force) or write to Group Captain Paul Terrett, OBE, at (AB) Officer Careers, (SSAFA'87), Stanmore HA7 4PZ, giving your date of birth and your present and/or intended qualifications.

* 1986-87 pay scales.

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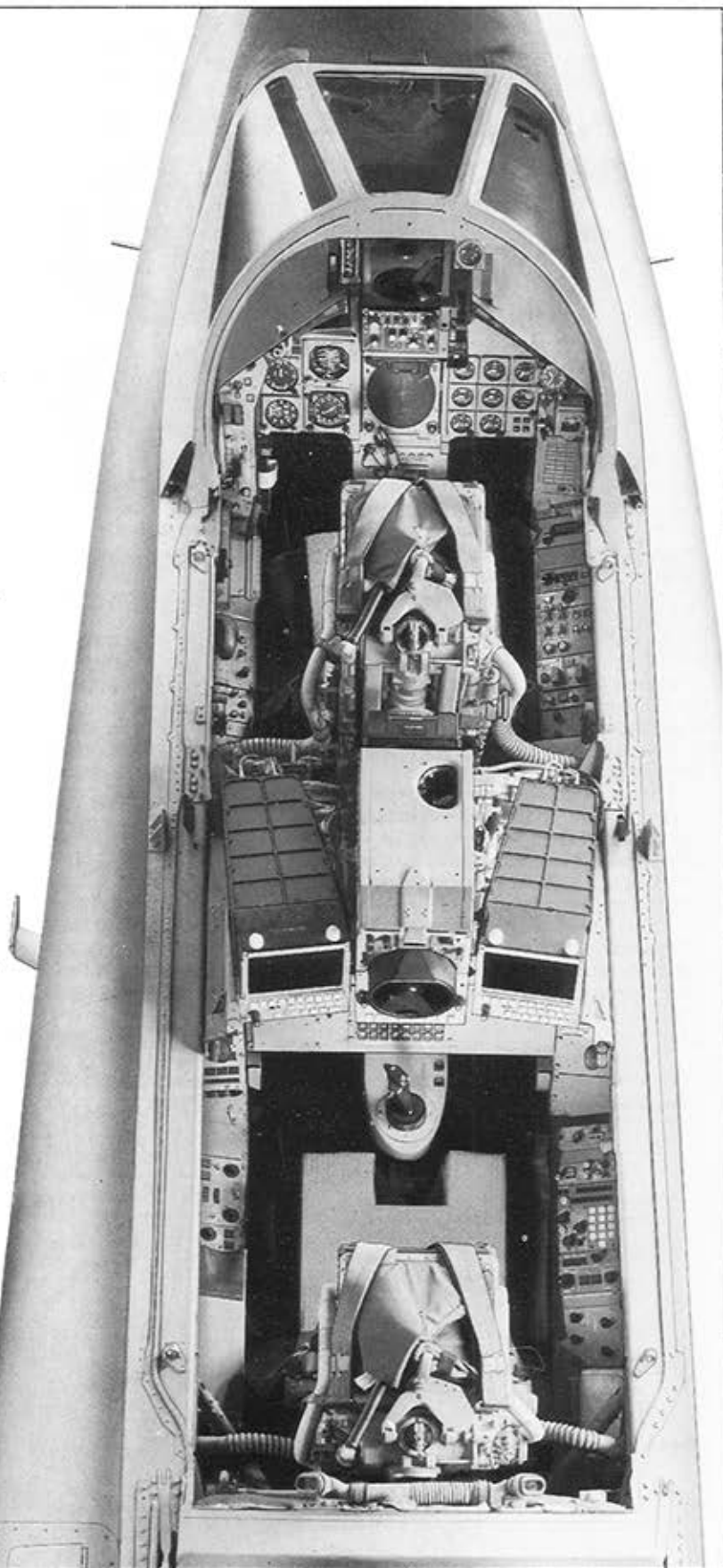


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How SSAFA Cares for Service and ex-Service Families

SSAFA is a worldwide independent voluntary organisation supporting the families and dependants of Service and ex-Servicemen and women.

SSAFA is the family friend in times of crisis or anxiety – resettlement in civilian life, illness, bereavement, unemployment, marriage breakdown, loneliness and old age. Whatever the problem, however personal and however varied, SSAFA strives with good advice and practical aid to provide relief to families in distress.

There are 1100 SSAFA branches which cover every acre of the UK and Republic of Ireland. These are manned by some 4,500 voluntary workers. Overseas there are 104 highly qualified SSAFA Health Visitors and 38 SSAFA Social Workers who between them provide the equivalent family health and social work service to that available at home. There are also SSAFA Social Workers in large garrisons in the UK.

This close network of trained volunteers and professionals means that SSAFA's friendly, unbiased help is readily at hand wherever in the world Service families are posted; so with good communications prompt action can be started to relieve the more difficult problems of family separation which are an inescapable part of Service life. It also means that at home, ex-Service families have an independent and understanding neighbour who is always ready to help.

Last year, SSAFA dealt with 50,000 Service and ex-Service family problems. SSAFA's volunteers disbursed £2.2 million in grant aid, most of this on behalf of the great Service Benevolent Funds.

SSAFA voluntary workers are knowledgeable, dedicated and compassionate. They help families to obtain all the assistance to which they are entitled from statutory sources, give emergency grants from SSAFA's own resources, and aim always to help people help themselves.

Find your local SSAFA Division in the phone book or through the CAB, the Post Office or the DHSS. If you have trouble locating SSAFA, drop a line to: SSAFA Central Office, 16-18 Old Queen Street, London SW1H 9HP and we'll put you in touch with your local SSAFA.

G-Huey – The Famous Falklands Chopper



G-HUEY – the Argentinian helicopter captured by the RAF in the Falklands

Visitors to SSAFA Air Display have a unique opportunity to see the only aircraft to have served on both sides in the Falklands War.

It will have its place in the flying programme, and also be available for close inspection at the Superkings Supershow during the day.

The aircraft is actually a single rotor Bell UH-1H Iroquois helicopter which was originally made for the Vietnam war, was taken to the Falklands by the Argentinian invasion force in 1982 and left the South Atlantic in the capable hands of the Royal Air Force.

It is due to be piloted today by Squadron Leader Rob Tierney, who captured the machine near Port Stanley. And Rob will be at the static display at times during the day to show enthusiasts his prize possession.

The helicopter is now registered as G-HUEY, and has quickly earned the nickname of 'Huey'.

It was originally ordered for the US Army at the time of the Vietnam War when the Bell company were manufacturing 200 of these machines a month.

Its first flight was in September 1974, but it then proved surplus to American requirements and was sold to Argentina in February 1975 and serialled AE-413.

When the Falklands War began in April 1982, 'Huey' was at Campo de Mayo near Buenos Aires, and was sent to the Falklands by Hercules transport with eight other helicopters.

The distinctive yellow band around the tail boom, just behind the cabin, was painted on by the Argentinians because their ground forces had trouble in identifying it as their own.

In May 1982 'Huey' was in use for air-sea rescue, but after the British landings at San Carlos on May 23rd, it was restricted to operating between Port Stanley and Mount Kent.

The Argentine painters applied a second colour scheme, whitewashing 'Huey' and adding the red crosses which can still be seen. It then operated between the battlefield, a shore hospital and a hospital ship.

Following the ceasefire on June 14th, the British forces found themselves short of air equipment. So Rob Tierney, who was 5 Brigade's Air Liaison Officer, attempted to make use of idle Argentinian helicopters.

Of those stranded around the battlefield, he found that 'Huey' was in best condition. Once they had found the right button he and Flight Lieutenant John Dungate finally got the engine to turn.

They left the engine running for five minutes in case anyone had doctored the fuel, pulled it into a hover for a further five minutes, and then took off.

Now the British sign writers got to work. The letters UK were quickly painted on in white emulsion and 'Huey' went into service in support of 5 Brigade. In 15 hours of service, it carried 115 men and 11,100lb of internal freight, including 40 mutton carcasses – a present from the people of Goose Green to the Task Force.

When the task was complete, Rob Tierney felt too attached to 'Huey' to leave it to the fate of souvenir hunters.

He decided it had to go back to England to be preserved, and after a great deal of persuasion he got it loaded onto a homeward bound ship.

But his problems really began after it was offloaded at Felixstowe. After surviving on both sides during the war, it suffered serious damage when the blade cocked up and struck a bridge during transit on the M1.

Rob then treated the restoration of 'Huey' as a labour of love. It took some three and a half years to get her back into flying condition. Many other volunteers helped in the enterprise and a number of companies demonstrated their generosity by providing parts and equipment.

'Huey' made her first public appearance at the TVS Air Show at Hurn in May 1986, and the public loved it. As a result, Superkings are making it possible for 'Huey' to appear throughout the country during 1987.

Imperial Tobacco Limited have been supporting the Royal Air Force Benevolent Fund for more than 15 years, and in 1987 are involved in air displays and other shows all season.

This year Imperial have donated nearly £90,000 to the Fund.

The story of 'Huey' is graphically illustrated on a storyboard which you can see at the ground display.

'Huey' is normally based at the Superkings stand where visitors can also see the unique 16-screen video wall. In addition, there is a special Superkings draw in which the feature prize is a superb Saab 900 Convertible.

Why not go along to the Supershow and inspect 'Huey' for yourself. It still faithfully sports the livery in which it served the RAF five years ago in the Falklands, and provides a vivid reminder of those dramatic days in the South Atlantic.

Yorkshireman returns at 720 mph



Flt. Lt. Coates-Harrier Pilot

Flight Lieutenant R. A. Coates, originally from Catterick Village near Richmond, Yorks, returns to Yorkshire today as pilot of one of the most exciting military display aircraft – the Harrier. He joined the RAF in 1974 and became the Linton-on-Ouse Jet Provost Display pilot, winning the Wright Jubilee Aerobatics competition and representing the RAF in the 1978 display season.

In 1980 he continued flying training and completed the Harrier Conversion Course after which he was posted to No 3 (F) Squadron based at RAF Gutersloh.

After a brief tour at RAF Wittering he was posted to No 233 (Harrier) Operational Conversion Unit in May 1985. Flt. Lt. Coates has over 2500 total flying including 1250 hours Harrier flying.

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The Royal Navy Historic Flight

From the Royal Naval Air Station at Yeovilton, Somerset, the SSAFA Air Display welcomes the Royal Navy Historic Flight. Only the Hawker Sea Fury and the Fairey Firefly today have the range to reach North Yorkshire and both aircraft are warmly welcomed.

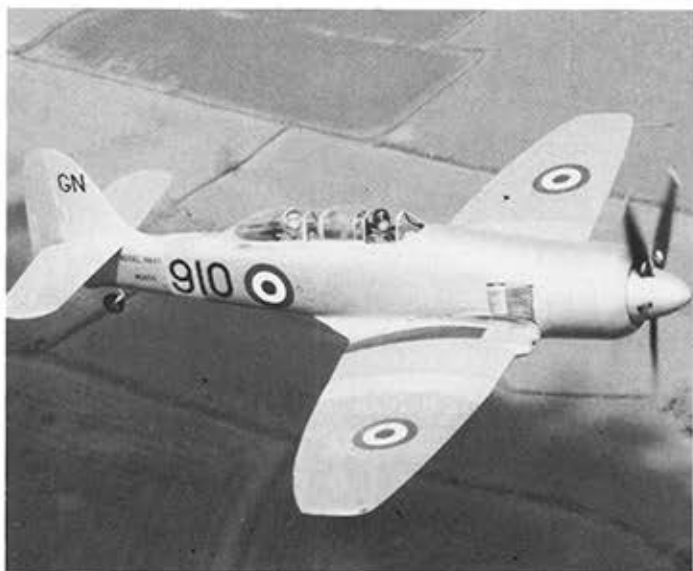
SEA FURY PILOT is Lieutenant Commander Chris Hill, Royal Navy, who joined the Navy in 1964. He qualified as a Gannet pilot in 1968 and has since flown a variety of rotary and fixed wing aeroplanes ranging from the Wasp to the HS 125.

Prior to starting his current appointment as Commanding Officer Heron Flight he was in Southern Germany on the staff of the NATO School in Oberammergau.

FAIREY FIREFLY PILOT is Lieutenant Commander John Beattie, Royal Navy, who joined the Navy as an engineer in 1959 before commencing flying training in 1968. He qualified as a Commando Helicopter Pilot flying Wessex aircraft in 1970. His flying career also includes a year leading the Sharks Helicopter Display Team.

Last summer he took command of No 707 Naval Air Squadron, the "Commando" Sea King training Squadron.

Sea Fury T20 – WG 655



WG 655 was the last but one SEA FURY T20 built. She was delivered to the Royal Navy on 8th October 1951 at RNAS Anthon in Cumbria and placed in storage until March 1954. On 8th March she was transferred to RNAS Eglinton in Northern Ireland in whose colours she is now displayed. In December 1955 she returned to RNAS Anthon and was eventually purchased back by Hawkers who sold her to the Federal German Government in 1963 having flown less than 200 hours. Re-registered as D-CACU she operated with 'Deutscher Luftfahrt-Beratungsdienst' (DLB) as a pilot trainer being the only dual trainer of the 16 SEA FURIES purchased. On 27th November 1975 she was withdrawn from service having completed 2093.00 hours.

As a gift of the Federal German MOD to the Fleet Air Arm, WG655 flew 'home' to RNAS Yeovilton on 24th June 1976.

Firefly MK5 – WB 271

Firefly WB 271 entered Service with 814 Squadron at RNAS Culdrose on 8th July 1949. During her 9 months with the Squadron she was embarked on HMS VENGEANCE.

The aircraft left 814 and went to Fleetlands and thence to Korea, before joining the Royal Australian Navy where she served in HMAS SYDNEY. In 1957 she was converted to the target towing role, and served at RANAS Nowra until 28th March 1966.

WB 271 was transferred to Bankstown in October 1966 and together with five other Fireflies and four engines she was put up for disposal. The A\$400 (£160) required to purchase her was raised by the officers of HMS VICTORIOUS and the Australian Naval Air Station Nowra and WB 271 returned to UK onboard VICTORIOUS in 1967 and presented to the Fleet Air Arm Museum at Yeovilton.

In 1972 it was decided to restore the aircraft to flying condition and include it in the Royal Navy Historic Flight. On 2nd October 1972, the 29th anniversary of the formation of 1770 Firefly



Squadron, WB 271 was accepted back into RN Service. The first task the aircraft performed was a flight from Heathrow Airport to RNAS Yeovilton on 4th March 1973, duplicating the route of the first Firefly, Z 1830. WB 271 is displayed in the Korean war markings of 812 Squadron of HMS GLORY's air group.

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Sharks Play Russian Roulette!



The Sharks are the Royal Navy's helicopter display team. The six members are all qualified Helicopter Instructors whose primary task is to train pilots for the front-line Squadrons of the Fleet Air Arm. They are all volunteers for The Sharks, and spend much of their spare time in the Spring months rehearsing and improving their Display.

They fly the highly manoeuvrable Westland Aerospatiale Gazelles which are popular with pilots because of their high speed and agility.

This is apparent during the whole of the dramatic 10 minute close formation flying sequence, and the final Russian Roulette Break is absolutely heart stopping.

The team leader for the 1987 season of display flying is Lt. Cdr. Nigel Hennell, who was a member of the original Sharks team formed in 1975. Other flying members of the team are Lt.'s Billy Campbell, Rob Cuthbert, Darryl Whitehead and Paul Davis. Team manager is Lt. Gurney Hickey.



SHARKS '87 – A CRACK HELICOPTER DISPLAY TEAM

The 1987 team are: Standing up (left to right) Lt. Darryl Whitehead; Lt. Billy Campbell; Team Leader Lt. Cdr. Nigel Hennell; Lt. Paul Davis. Front Row: Lt. Rob Cuthbert; Lt. Gurney Hickey.

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The Lynx Crew



Lieutenant Commander Tony Eagles AFC Royal Navy

Tony Eagles began his Naval flying career at no less a place than RAF Church Fenton where he trained on a Chipmunk in 1971. He saw front line service between '73 and 75 when serving with 814 and 820 Naval Air Squadrons in the Mediterranean, Far East and North Atlantic theatres.

In 1977 he qualified as a Helicopter Instructor and since then has flown Sea Kings and Lynx. He is currently Senior Pilot 702 Naval Air Squadron, which is the Lynx training squadron. He has flown 4300 hours including approximately 1500 deck landings.

Lieutenant Martin Harriman RN

Martin Harriman is flying as Observer – this is the second time he has taken part in the SSAFA Air Display. He joined the Royal Navy in 1980, completing a Lynx conversion course at Portland in 1982 and joining 702 Squadron in 1985 to train student observers.

He has a busy year ahead: he is leaving the squadron in August, initially to sail a Joint Services Racing Yacht to India and then to undertake training as a Ship's Warfare Officer in Portsmouth. He is also finding time to get married! In October he is marrying a local Leeds girl in Roundhay.

Royal Navy's Lynx Training Squadron



702 Naval Air Squadron is the Royal Navy's Lynx training squadron, based at RNAS Portland, HMS 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.

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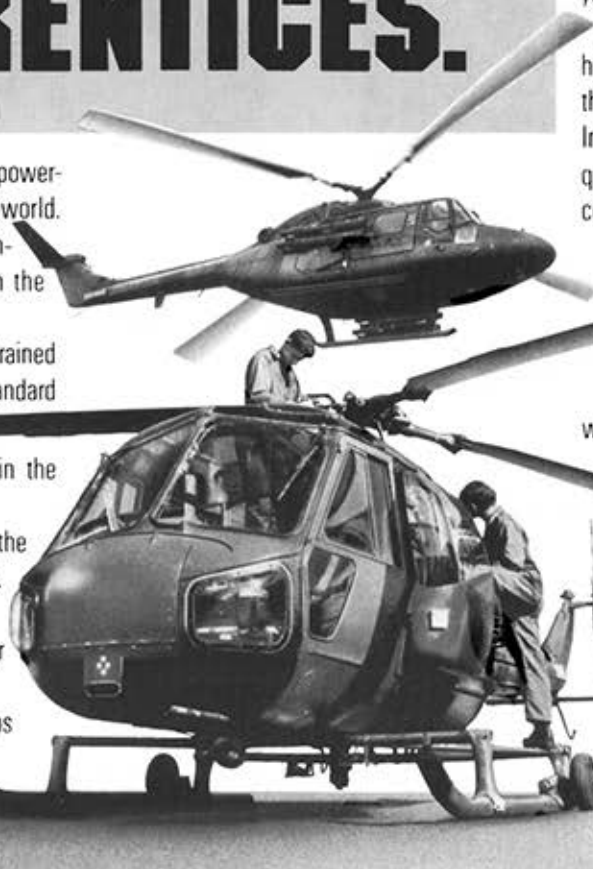
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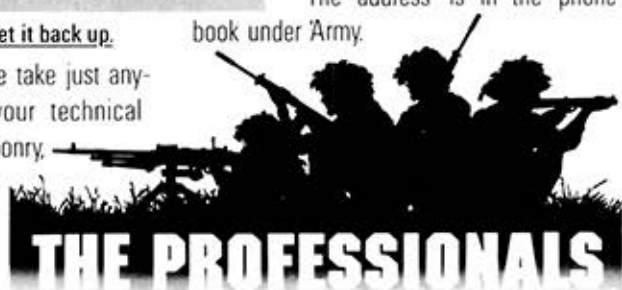
But now is the time to act. Because now is

the time we're recruiting for entry to our three colleges in 1987.

To find out more and have all your questions answered, simply come along to Stand No. 90 and we'll tell you all you need to know.

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The address is in the 'phone book under 'Army.'



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The Army Air Corps Free Fall Parachute Team travels the world to perform the kind of breathtaking display to be seen today.

The AAC is the air arm of the Army and, as such, is considered one of the most glamorous elements of

the Army. The Free Fall Team normally consists of 4 or 8 parachutists plus a "drop party" on the ground who are in radio contact with the aircraft – in this case the Beaver.

THE ARMY AIR CORPS BEAVER AL MK 1

A proven and popular design the de Havilland Canada DH-2 Beaver (designated Beaver AL Mk 1 by the British Army) first flew in August 1947. A high proportion of the 1657 built were supplied to some 20 air arms throughout the world. Although designed initially as a civilian bush floatplane, the Beaver was procured to the tune of 968 by the USAF and US Army and proved invaluable in the communication and casualty evacuation roles in areas such as Korea, South Vietnam and the Arctic.

The aircraft on display today is from the Army Air Corps pilot training Centre at Middle Wallop in Hampshire. Powered by a 450 HP Pratt & Whitney Wasp engine, the rugged and versatile Beaver is fully IFR equipped and can carry up to 7 passengers or 1000 pounds of freight. It has a still-air range of 500 nautical miles and cruises at 100 knots. Despite its somewhat dated 'state-of-the-art' design it still has an impressive STOL capability.



GAZELLE

The Anglo-French Gazelle is produced jointly by Westland and Aerospatiale. The five-seater Gazelle is powered by a Turbomeca-Rolls Royce gas turbine engine generating speeds of up to 168 mph. It is the holder of 3 world speed records for light helicopters.

This extremely agile helicopter carries a maximum load weight of 3,750 lbs, and performs a variety of tasks for the Army. These include reconnaissance, fire control, airborne command vehicle and casualty evacuation.



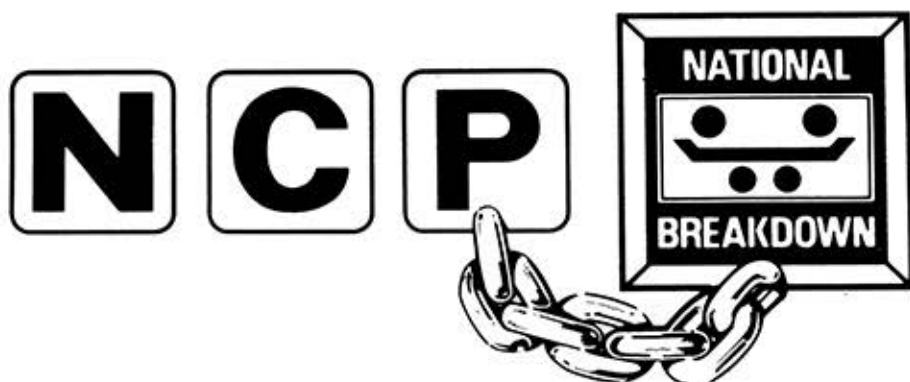
LYNX

The Westland LYNX is powered by two Rolls-Royce Gem engines, holder of the world speed record at 249.1 mph.

This helicopter serves a multi-purpose role in today's modern army, with 2 crew and a capability of carrying up to 9 passengers, it is ideal for casualty evacuation. As an Airborne Command Post it can carry up to 8 TOW anti-tank missiles. Currently in service in the UK and Germany, this display LYNX is based at Middle Wallop, Hampshire.



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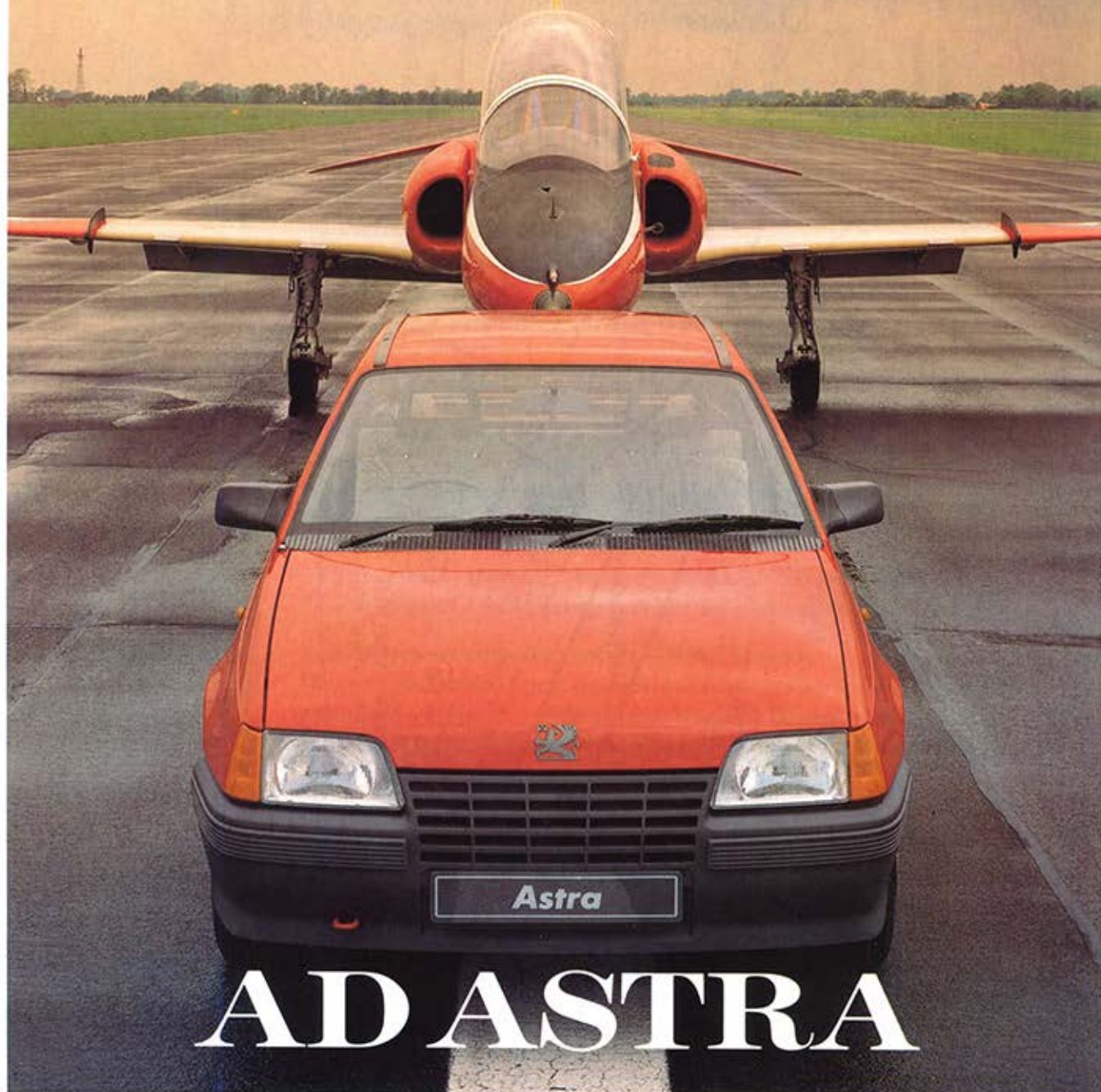
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FLYING PROGRAMME

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. 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.

Approximate Timings

- 13.00-14.00** : **Formation Flypast by 16 Jet Provosts RAF Church Fenton**
Tornado demonstration – RAF Marham
The Ultimate Pitts – (Richard Goode)
Sea King MK.V – HMS Seahawk
Marlboro Aerobatic Team
Bulldog Aerobatic Display – CFS RAF Scampton
Sea Fury or Firefly – Royal Navy Historic Flight HMS Heron
- 14.00-15.00** : **A10 demonstration – USAF(E) based at RAF Bentwaters**
FW.190 (Rod Dean)
Marlboro Extra 230
Vintage Stampe (Brian Lecomber)
Gazelle demonstration – RAF Shawbury
Bristol Blenheim sponsored by Superkings,
British Aerial Museum Duxford
F15 flypast – USAF(E) based at RNLAf Soesterberg
The Wingspan Magazine Fokker Dri Triplane (Robin Bowes)
- 15.00-16.00** : **Sea Harrier demonstration – HMS Heron**
Beaver, Gazelle, Lynx demonstration – Army Air Corps Centre
Mosquito flypast – British Aerospace Broughton
Battle of Britain Memorial Flight, Lancaster, Hurricane, Spitfire
– RAF Coningsby
Alpha Jet Aerobatic Display (Cdt Baum) – Belgian Air Force
Lynx demonstration – HMS Osprey
- 16.00-17.00** : **T67 M.200 Firefly (P. Clark) Slingsby Aviation**
Gloster Gladiator – The Shuttleworth Collection Biggleswade
The Sharks Helicopter Display Team – HMS Seahawk
Hawk demonstration – RAF Valley
G-HUEY – The RAF Benevolent Fund RAF Fairford
Jet Provost Aerobatic Display – RAF Cranwell (RAF JP Aerobatic
Champion 1987 Flying Officer S. Chiddention, RAF)
VC10 demonstration – RAF Brize Norton
Army Air Corps Free Fall Parachute Team – Army Air Corps Centre
- 17.00** : **Harrier VTOL demonstration – RAF Wittering**
- 17.10** : **The Red Arrows – RAF Scampton**
- 17.30** : **Hot Air Balloon Display and Departure (Miss P. Watkins)**
Nationwide Building Society

Red Arrows Delight the Crowd All Over The World

The spectacular Red Arrows are once again thrilling the crowds at Church Fenton performing as only they can. The 1987 display team consists of:

LEADER

Squadron Leader RICHARD THOMAS, 38, was educated at Christ College, Brecon, and while at college was a member of the Combined Cadet Force, won the Duke of Edinburgh Gold Award and a flying scholarship. He started his service flying career in Germany flying Harriers, before completing a four year tour with the Red Arrows from 1976 to 1980. He then completed a further tour in Germany flying Harriers, before being posted back to the Red Arrows as Team Leader in September 1984. He now has more than 3,800 hours flying. Richard, who is married, lives at RAF Scampton and his interests include playing golf and running.

RED 2

Squadron Leader PETE COLLINS, 33, was born in Bristol and educated at St Thomas More Comprehensive School. He graduated from Southampton University in 1975 and his first tour was flying Harriers with No 3 (F) Squadron in Germany. His next tour flying the Hawk was as a tactics instructor at RAF Chivenor. He later flew Sea Harriers with 809 Naval Air Squadron from HMS Illustrious on Falklands air defence. His last tour was again flying the Harrier this time with No IV (AC) Squadron in Germany. This is Pete's second season with the Team; he is married, has a baby son and enjoys skiing, windsurfing and learning about antiques.

RED 3

Flight Lieutenant MIKE CARTER, 28, was born in Sunderland and educated at Bede Comprehensive School. As a member of the Air Training Corps he was awarded a Flying Scholarship and learned to fly when aged 17. He joined the Royal Air Force direct from school in 1976 and after training, his first tour was as a flying instructor on the Hawk at RAF Valley. He converted to the Harrier in 1983 and joined No 3 (F) Squadron based at RAF Gutersloh in Germany. On returning to the UK he completed a short tour with No 223 (Harrier) Operational Conversion Unit at RAF Wittering before joining the team. In 1981 he was the Support Command Solo Hawk display pilot and in 1986 he displayed the Harriers. This is his first season on the Team; he is single and enjoys keeping fit and skiing.

RED 4

Flight Lieutenant SPIKE NEWBERY, 30, was born in Northampton and educated at St Mary's Secondary Modern School. After working for four years as a telephone technician, he joined the RAF in 1977.



Following training he spent his first tour flying Jaguars with No 17 (F) Squadron at Bruggen. Since that time he has been a Weapon Instructor with No 151 (F) Squadron at Chivenor and just prior to joining the Team with No 79 Squadron at Brawdy. Spike is married, enjoys playing the guitar and has a keen interest in wine making.

RED 5

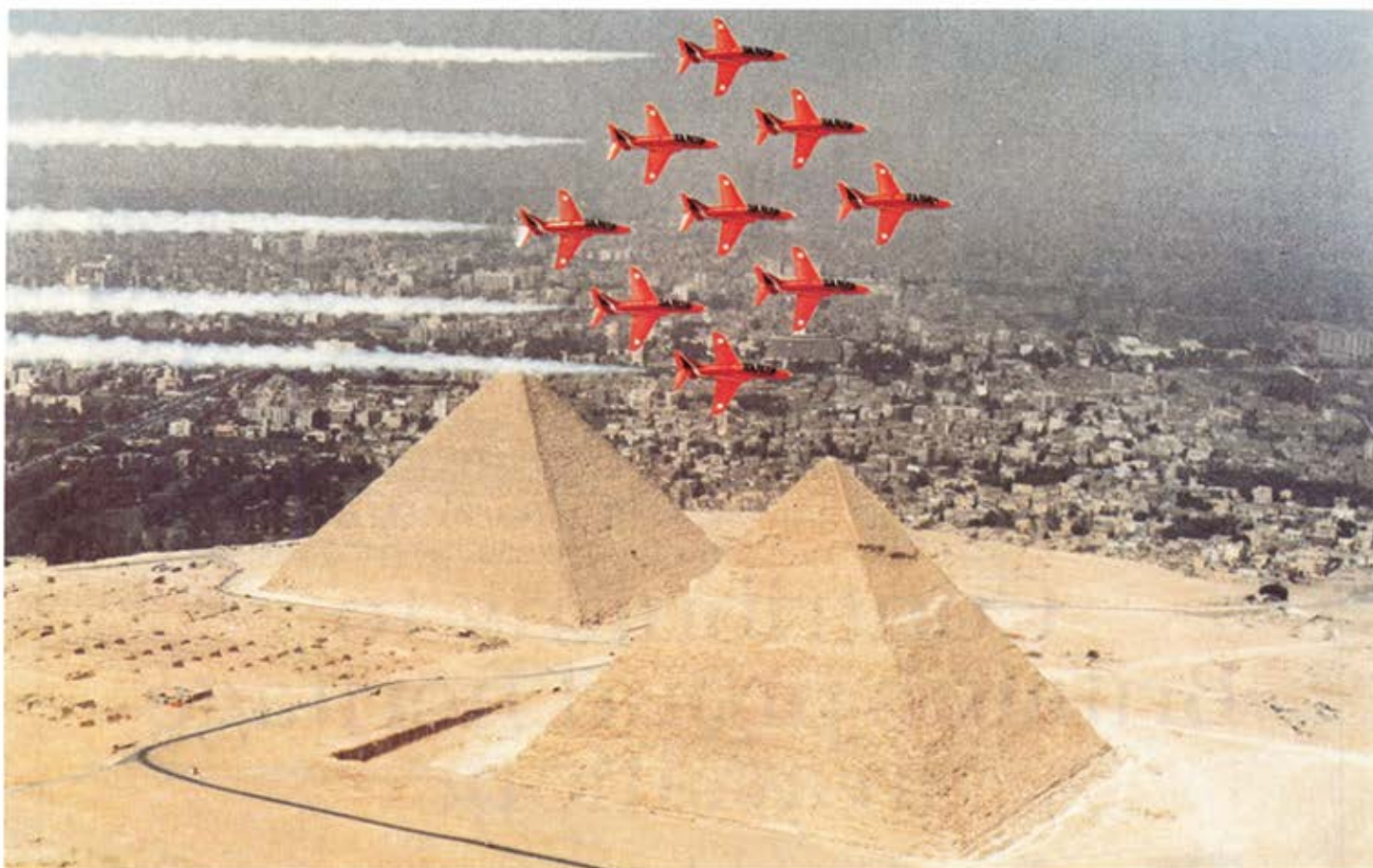
Squadron Leader ALAN CHUBB, 36, now in his third year with the Team and this year's deputy leader, was born in Hillingdon and educated at Bishopshalt Grammar School. He joined the RAF in 1973 from City University London and after training, he flew Phantoms on No 43 (F) Squadron, based at RAF Leuchars, before qualifying as a flying instructor. Prior to joining the Red Arrows, his last tour was again flying Phantoms but with No 19 (F) Squadron at RAF Wildenrath, Germany. Al is married, with two sons and a daughter, and enjoys playing squash, golf and windsurfing.

RED 6

Flight Lieutenant CHARLIE McILROY, 32, was born in Belfast and educated at Knockbreda High School. He learned to fly when he was 17 after winning a flying scholarship with the Air Training Corps. He joined the RAF in 1975 and initially flew Lightnings at RAF Binbrook, after which he became an instructor on the Hawk at RAF Valley. In 1983 and 1984 Charlie was the Support Command Hawk display pilot. This is Charlie's third season with the Team and this year he leads the Synchro Pair. He is single and off duty enjoys windsurfing, swimming and skiing.

RED 7

Flight Lieutenant ADRIAN THURLEY, 32, joined the Royal Air Force in 1975. Prior to joining he served a four year apprenticeship as a motor mechanic having left school at the age of 16 with only two 'O' levels. After flying training he joined No 16 Squadron



in Germany flying Buccaneers. In 1982 he was posted to the Tactical Weapons Unit at RAF Brawdy in South Wales, where he served with Nos 234 and 79 Squadrons as a Qualified Weapons Instructor on the Hawk. Adrian is married and lives at RAF Scampton with his wife, two daughters and his Doberman. In his spare time he enjoys playing squash and golf and writing computer programs. This is his second season with the Team and this year he flies as the No 2 of the Synchro Pair.

RED 8

Flight Lieutenant JOHN RANDS, 27, was born in Scunthorpe and educated at the John Leggott College. He learned to fly with the Air Training Corps and was a very keen glider pilot. He joined the RAF in 1978 and after training spent the next five years flying Lightnings with No 5 (F) Squadron at Binbrook. During his time at Binbrook John qualified as an Interceptor Weapons Instructor on the Lightning Training Flight. This is John's first season with the Team. He is married and enjoys skiing and squash.

RED 9

Flight Lieutenant GUY BANCROFT-WILSON, 29, is in his first season with the Team. He was born in Woodbridge, Suffolk and educated at Woodbridge School. He joined the RAF in 1977 and after training joined No 19 (F) Squadron based at RAF Wildenrath, Germany, flying Phantoms. After a four month tour in the Falklands on No 23 (F) Squadron, he was posted to No 63 Squadron at RAF Chivenor in Devon, and was a qualified tactics and weapons instructor on the Hawk. In 1986 he was the Strike Command Hawk display pilot and has now accumulated over 1,000 hours on the Hawk. Guy is married, has two Bearded

Collies and enjoys skiing, windsurfing, tennis and motorcycling.

MANAGER

Squadron Leader HENRY PLOSZEK, 51, born in Poland and educated at the Kings School, Chester, entered the RAF College Cranwell in 1955. Since 1958 he has flown Hunters with Nos 43 and 56 Squadrons, Lightnings with Nos 56 and 74 Squadrons, No 226 Operational Conversion Unit, No 56 Squadron (for the second time) and as a Unit Test Pilot at RAF Leconfield. He then flew Jaguars as a Unit Test Pilot at RAF Abingdon. In 1963 on his first tour with No 56 Squadron he flew as No 3 in the "Firebirds" Lightning Aerobatic Team. Now in his third season with the Team, Henry flies the spare aircraft as Red 10, organises the Team's itinerary and administrative support as well as giving the commentary for our displays.

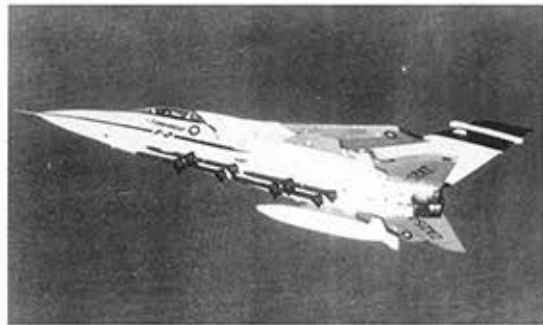
ENGINEER

Flight Lieutenant JOHN CHANTRY, 28, in his second season with the Team, was born in Isleworth, London and educated at Gunnersbury School, Brentford. He then completed an apprenticeship with British Aerospace at Warton during which he gained an Honours Degree in Aeronautical Engineering at City University, London. He joined the RAF in 1982 and after training, completed a tour as the Junior Engineering Officer of No 617 Squadron operating the Tornado at RAF Marham. John is married, is a keen squash player, and also enjoys running and exercising his energetic Alsatian.

In addition, the team has a 26-man Travelling Ground Crew and a 50-strong Rectification Group Crew.



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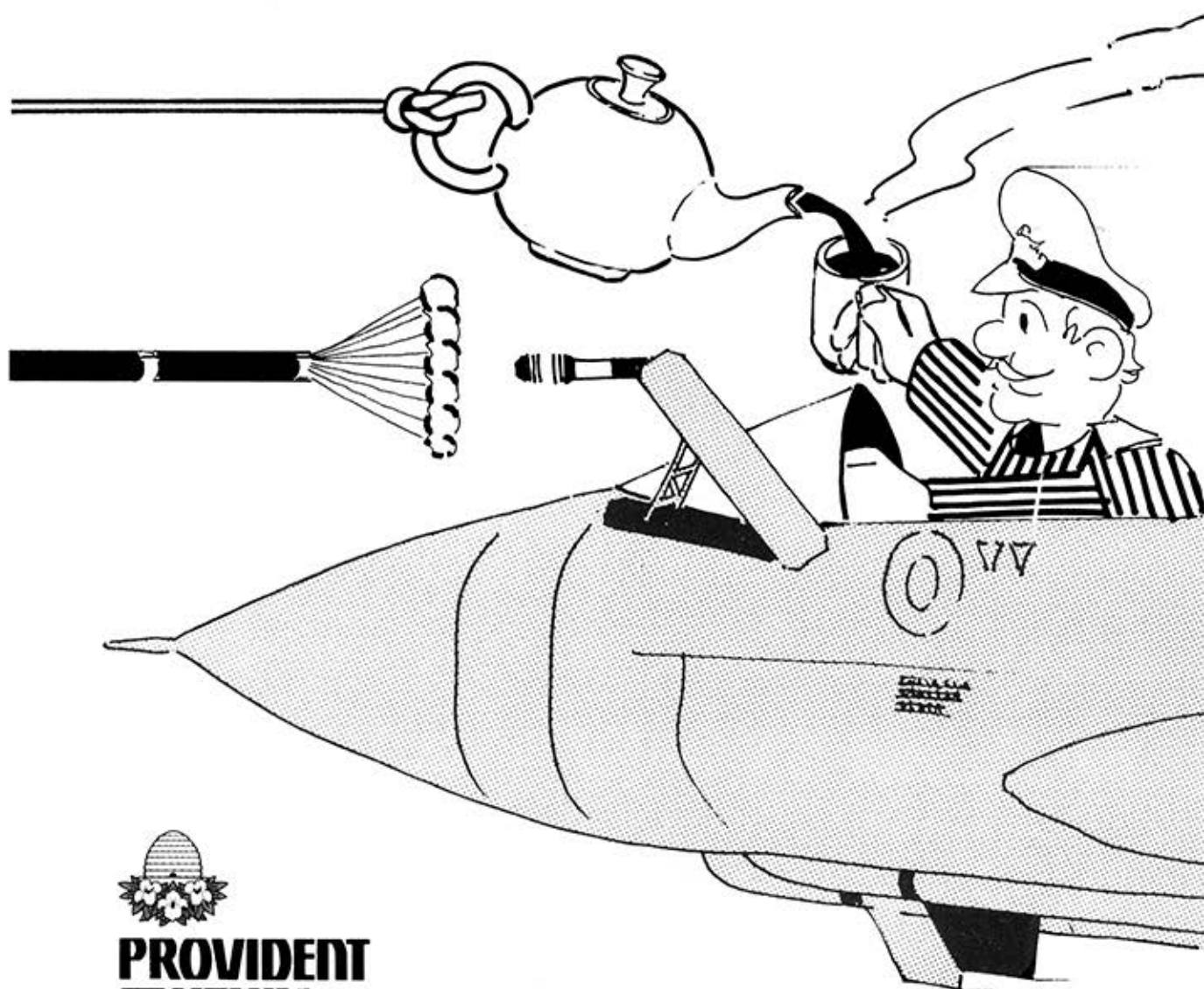
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An Announcement:-

We apologise to SSAFA and all who support the Church Fenton Air Display for the non-appearance of Concorde today. An aircraft was booked with Air France in November 1986. During February 1987 Air France cancelled the booking; no reason has been forthcoming! For those who wish to experience supersonic flight we have a programme for the rest of 1987. Beginning with a 90 Minute Supersonic Champagne Flight at £345 per seat to A Day Return Supersonic Flight to Cairo and the Pyramids at £955 per seat.

For details and reservation please ring (0306) 711114 or write to Concorde Charter Flights, Capel, Dorking RH5 5JF.

ATOL 2144



How YOU can help SSAFA

There are two new valuable ways that you, as a caring person, can help SSAFA to continue its work for the families of all who serve or have ever served in the Armed Forces. Our casework is increasing steadily and we need both money and volunteers to ensure we can speedily react to the rising need.

PAYROLL GIVING – GIVE AS YOU EARN

This method of giving to charity is simpler for you and makes the most of your money for charity. You give a fixed amount regularly from your pay and your employer deducts the money before your pay is taxed. So money, *which would have gone in tax*, goes instead to charity. SSAFA and the Forces Help Society have joined to care for Service and ex-Service men, women and their families. We hope you will choose to support our work.

You can enter a payroll giving scheme at work as long as your employer is operating one. If you choose to give to SSAFA and its sister charity, the Forces Help Society, each £1 you give will include at least 27p which would have gone to the taxman, so it will only cost you 73p.

Your practical support of SSAFA and the Forces Help Society in this way will enable the two charities, now with a joint welfare network, to continue assisting in every way possible the many thousands of Service and ex-Service families in need.

Do please remember SSAFA/FHS when filling in your payroll giving charity choice application form.

FRIENDS OF SSAFA

The easiest way to become a Friend is by donating. Please give as much as you can. We'll see that your cash goes to where it's most needed.

Your support as a Friend of SSAFA would be more than welcome. We will keep you in touch through our quarterly magazine and through a regular Friends newsletter. If you wish, your local SSAFA Branch will let you know whenever there is a SSAFA event in your area – we'd love to see you there, and you may even wish to help with fund raising, or offer your services in another way. Helping with publicity, office work, driving old folk to hospital or day centres might be very welcome. You may even wish to offer your spare time as a potential voluntary case worker, should your local Branch have a place for you either now or in the future – all you need is to care.

Name (Block letters please)

Address

I wish to support SSAFA and enclose my donation
£.....

Other support could be invaluable locally

I would like to know more about local fund raising activities

I would like to know more about SSAFA's work locally

Please put me in touch with a local Branch

Please tick appropriate box and return to
SSAFA, Freepost, P.O. Box 5, London SW1H 9BR.

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Jaguar Stampe



The smooth and graceful aerobatics of yesteryear will be demonstrated by the famous vintage Jaguar Stampe.

The Stampe was designed in the 1930's as a military trainer, and is generally regarded as the best of the world's biplane trainers of that era. It was the brainchild of the Belgian manufacturer Jean Stampe, and was produced both before and after WWII for the French and Belgian Air Forces.

This particular machine was built under licence in Algeria in 1948, and was imported into England in the late 1960's. It was completely overhauled when Brian Lecomber bought it in 1978, and in 1981 Brian had the original Renault aero engine replaced with a more powerful British de Havilland Gipsy Major. This changed the aircraft from an SV4C model into the rarer SV4B machine you see today. The engine is of 150 bhp, giving the Stampe a climb rate of 1100 feet a minute and a cruising speed of 100 mph.

The Stampe is now in its fourth season under the sponsorship of Jaguar Cars, and is in fact the only Stampe in the world in the livery of a major sponsor. It is joined in the Jaguar stable this year by the new Jaguar Extra aerobatic monoplane.

The Jaguar Aerobatic Team has three pilots in order to meet their heavy schedule of display commitments in the summer season. They are Brian Lecomber (41) from Wendover, Bucks, who has been a professional display pilot for the past nine years; Roger Hinchcliffe, from Hargrave, Northants, who has flown the Stampe for the past four years, and John Harper, from London, who has been a member of the British Aerobatic Team in the last three World Aerobatic Championships.

Richard Goode

Is single, aged 39 and a Director of a Management Consultancy. He has been flying for 16 years and has been concentrating on aerobatics for the last 13. He acquired a Pitts at the beginning of 1978 and came fourth in the British Championships of that year in only his fifth



competition ever. On the strength of that, he was selected for the 1978 British Aerobatic Team for the World Championships.

In 1979 he won the selections for the British Aerobatic Team and came second in the British Championship. He was again in the British Team for the 1980 World Championship in the USA (where he came 16th overall), and was the Captain of the British Team for the European Championship in 1981, and the World Championship of 1982. More recently he was selected as the sole pilot to represent Britain in the "Champion of Champions" competition held in Australia in 1984.

He is one of the best known British display pilots, currently performing over 100 public displays a year. He was severely injured in the summer of 1984 when his aircraft suffered structural failure while too low to parachute. Remarkably he was flying within days of discharging himself from hospital and is now fully recovered.

British Aerobatic Team: 1978/79/80/81/82
Team Captain: 1981/82

The Ultimate Pitts: G-OODI

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

This Pitts, appropriately registered G-OODI, began as a "standard" S1S with 180 horsepower, but over a period of four years it has been modified and refined 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 230 horsepower engine; variable-pitch propeller; lightweight wings and fuselage; very large control surfaces, all with aerodynamic servos, and detailed attention to streamlining. Those who have seen the aeroplane flying are amazed by its performance, which is made the more incredible by the plane's extremely small size.

This Pitts Special has competed in two World Championships, a European Championship and has performed some 500 aerobatic displays throughout Europe. It has now flown over 1000 hours and been seen by some four million people.

Wing span: 17.3 feet, Length: 15.5 feet, Weight Empty: 830 lbs, Maximum All-Up Weight: 1150lbs, Power Unit: Lycoming 4 Cylinder (Highly Modified), Power: 230 Horsepower, Propeller: M.T. 2-Blade Variable-Pitch, Maximum Diving Speed: 230 mph, Maximum Level Speed: 185 mph, Maximum Cruising Speed: 155 mph, Maximum Range: 400 miles, Rate of Climb: 3,400 ft/min, Rate of Roll: 220 per second, 'G' Limits: + 10g, -8g.

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History of The Battle of Britain Memorial Flight

The Battle of Britain Flight was formed at RAF Biggin Hill in July 1957 to commemorate the Service's major Battle Honour and to serve as a reminder of the vital role played by the Royal Air Force in the defence of the country. At the time, the Flight consisted of two Spitfire MK XVI's, two Spitfire MK XIX's and a single Hurricane. Of these aircraft, the two MK XIX's and the Hurricane are still flying with the Flight, but the two MK XVI's were both retired as a result of a flying accident in 1959.

Since March 1976 the Flight has been based at RAF Coningsby in Lincolnshire having previously been at North Weald, Martlesham Heath, Horsham St Faith and Coltishall.

In 1965 the British Aircraft Corporation presented a Spitfire MK V to the Flight and in 1968 a Spitfire MK II joined after having been made airworthy for the film "The Battle of Britain". The last Hurricane built was presented by Hawker Siddeley in 1972 and the only airworthy Lancaster in the world joined the Flight in 1973 having been restored to flying condition by 44 Squadron and personnel of RAF Waddington.

With the advent of the Lancaster, the Flight is now an even more 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 who were involved in the conflict. The aircraft themselves are a remarkable tribute to their designers and all who contributed to their production and maintenance.

In this, the Flight's 30th anniversary year, the moving fly past by the Lancaster, Hurricane and Spitfires, with the characteristic throb of the Merlin and the roar of the Griffon, will remind us all of gallant aircrew and dedicated engineers 47 years ago.



The Lancaster

On Static Display – The Choice of 10 Nations

The F-16 aircraft is primarily a fighter plane developing speeds of over Mach 2 and has been chosen by 10 countries as part of their air force. The F-16 on display today has come from the Royal Danish Air Force at RDAF Aalborg.

The first F-16 arrived at Air Station Skrydstrup in January 1980 and was assigned to Squadron 727 which later became NATO initial operational with 20 aircraft on 1st July 1981.

In April 1982 No 730 Squadron received its first F-16 and started the buildup of the second F-16 Squadron on the air station. This Squadron is also NATO initial operational. A third Squadron was built up – No 723 – at Skrydstrup which moved to Aalborg early in 1984.

SPECIFICATION OF THE F-16

Maximum gross weight:	35,400 lb
Speed:	Mach 2+
Range:	Fighter – Over 550 n. miles radius Ferry – Over 2,000 n. miles
Engine Model:	Pratt & Whitney F100-PW-200
Thrust:	23,840 lb
Service Life:	8,000 flight hours
External Load Capacity:	12,000 lb

on 9 weapon stations and 3 sensor stations.

Static Aircraft Display

Aircraft scheduled to appear in the Static Display include: from the Royal Navy the Sea Heron Mk. IV; from the Army, the Beaver, Lynx and Gazelle; from the Royal Air Force the Tornado, Buccaneer, Jet Provost and Chinook CH 47 and a Harvard and a Hunter from the RAF at Boscombe Down. From the Canadian Armed Forces there's a CF.18, T.33 and a Dash 8; from the Royal Danish Air Force two F 16's; from the Royal Netherlands Air Force two Alouette III's and from the United States Air Force an A 10.

Also: the Bristol Blenheim sponsored by SUPERKINGS, the Gloster Gladiator from the Shuttleworth Collection nr Biggleswade, an Auster (AOP), G-HUEY, the famous Falklands chopper, Slingsby T67 Firefly, Beech 18 Expediter, the Fokker DR1 Triplane, and working also from the static park will be Air Atlantique's DC3.

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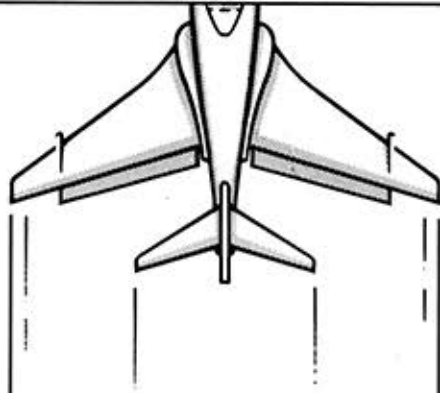
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Pete Clark has had a private pilot's licence for 8 years and uses the aircraft for business. For the past 3 years Pete has been flying aerobatics and holds AOPA Aerobatic Licence and British Aerobatic Association Display Licence. Last year Pete won the Standard Level British Aerobatic Championship flying the Slingsby 167M Firefly for Slingsby Aviation of Kirkbymoorside. This year Pete will be flying at air displays and shows in Slingsby Aviation's T67M 200 Firefly and is Slingsby's display pilot.



Keep Britain Tidy Group



Auster AOP9

The prototype of the Auster AOP9 first flew in March 1954 and underwent tests and evaluation at Boscombe Down. The AOP9 was developed as an "airborne observation post" (AOP), and various models saw service from after the last war until the '60s, when the fixed wing airborne observation gave way to the helicopter.

"WZ662" was neglected for over 15 years before restoration work began about four years ago in Wales. However, such a project commands great expense and as finances depleted it looked doubtful whether the AOP9 would ever fly again. Bearing Supplies then took over the project and work was completed about eighteen months ago. The plane is now based in Norfolk and has featured in many airshows across the country, where it never fails to stimulate great interest, especially as it is able to boast the original Army colours.



Hot Air Balloon

Nationwide Building Society's hot air balloon pilot, Trish Watkins, has an all-round sporting background. At school she represented Junior Midlands at Lacrosse and swam at junior county level. At Aberdeen University, where she gained an Honours degree in Geography, she represented Scottish Universities at Lacrosse. Trish joined the Army in 1977. Her sporting activities included Modern Pentathlon and three full marathons. She also took up windsurfing and became a fully qualified instructor.

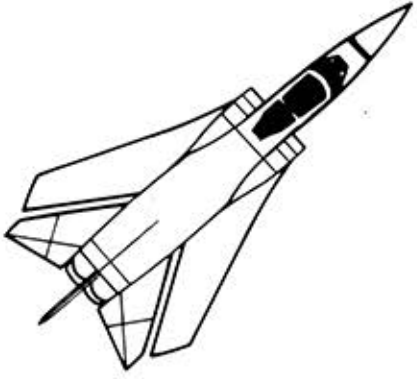
Trish became interested in ballooning at one of International Air Tattoo's airshows. She bought her own balloon on leaving the Army in January 1986 and qualified as a pilot in August. She also embarked on a new career crewing for the Hot Air Balloon Company.

In October 1986, with Sue Carden, she unofficially broke the Women's British Long Distance record by over 120 miles. They flew from Ross on Wye to Driffild in Yorkshire, a distance of 172 miles.

Trish Watkins considers herself fortunate to be selected by Nationwide to be their pilot. She is looking forward to her first full commercial year displaying G-BYMN around the United Kingdom. She might even make an official attempt at the long distance record.

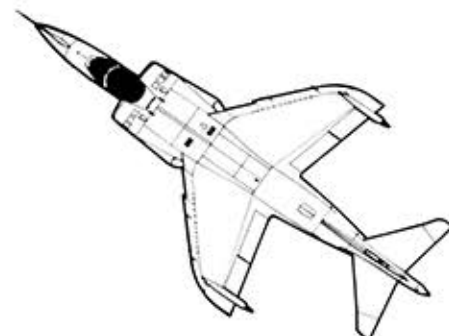
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player. SEALINK UK LIMITED – book. PICKFORDS TRAVEL SERVICE LIMITED – his’n’hers umbrella set. WOODCOCK TRAVEL – £25 voucher. QANTAS AIRWAYS LIMITED – three flight bags. THOMSON HOLIDAYS, FISH STREET, LEEDS – beachbag. THOMAS COOK, THE HEADROW, LEEDS – bottle of whisky. BEATTIES OF LONDON, KING CHARLES STREET, LEEDS – model aircraft kits. ODEON CINEMAS, THE HEADROW, LEEDS – cinema tickets, T-shirts, LP records and film books. JOSHUA TETLEY & SON LIMITED – framed colour picture of Tetley Shire Horses, beer presentation pack, framed set of matchbox covers showing Tetley pub signs. DIRECT MAIL PROMOTIONS LIMITED – Question of Sport game. WADDINGTON GAMES LIMITED – Monopoly game. LONRHO TEXTILES LIMITED – a single throwover bedspread. SINGAPORE AIRLINES LIMITED – cabin bag. DEBENHAMS, BRIGGATE, LEEDS – Lady’s umbrella. WALLACE ARNOLD TOURS LIMITED – £20 Excursion voucher. CANNON FILM CENTRES – complimentary tickets. ASDA – gift vouchers.

A Picnic for 40,000!

Most of us would find catering for a party of 30-40 people – all with different tastes – a daunting task. Think, then, of caterers Craven Gilpin who, for nearly 30 years have provided food and drink for the 30,000-40,000 people who visit the SSAFA Air Display.

This year, the same wide variety of snacks, hot and cold meals, drinks, innumerable cups of tea and coffee will be provided seemingly effortlessly by the 80 staff that Craven Gilpin employ to help make the SSAFA Air Display the success it always is.

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 Church Fenton 50th Anniversary Souvenir Handbook

This superbly researched handbook, excellent value at £2, will be on sale from two booths, one to the West and one to the East of the Static Aircraft park.

MAKE SURE YOU GET YOUR COPY.

Meanwhile, up in the Control Tower...

Those of you who have visited the SSAFA Air Display in the past will certainly recognise the voice of today’s commentator. Allen Rowley, keen aviation historian, and promotions and publicity manager of Yorkshire Post Newspapers has been commenting on the Air Display for the last 39 years!

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.

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ATOL 152

The Belgians Put Alpha Jet 1B Through its Paces

The Belgian Air Force use the Alpha Jet 1B only for instruction (advanced and ops training) although in Germany the aircraft is used for close air support.

The aircraft was the joint concept of France and Germany and has the following spec:

Length	: 11,847 m
Span	: 9,114 m
Height	: 4,190 m#
Engines	: Two Larzac 04-C5 of each 1318 da N thrust
Max Speed	: 550 knots/0.95
Max Height	: 50,000 feet
G Limitations	: + 8/ -3,5

The Alpha Jet is piloted by Commandant Louis Baum who has notched up a total 4500 flying hours, 1900 of which are in the Alpha Jet. He is presently an instructor in the standardisation squadron at BAF Sint-Truiden.



Sea King Mark V Aircrew



The OBSERVER is Lt Ed Oates, aged 28, who joined the Royal Navy in 1980. He trained as a pilot before transferring to the Observer role. His job combines many skills including navigation, anti submarine warfare and tactical co-ordination.

There are two PILOTS, Lt Andy Jankowski, aged 30, and Lt Mark Walker, aged 26. Lt Jankowski also joined the Royal Navy in 1980. He has flown the Sea King helicopter for the past 5 years both in the Falklands and at the Royal Naval Air Station at Culdrose in Cornwall. He is currently a helicopter instructor on 706 Squadron training student pilots to fly the twin engined machine.

Lt Walker also joined the Royal Navy in 1980. He is a local man, from Ripon in Yorkshire, and started his career under the ground, as a coal miner, rather than over it as a helicopter pilot. He is now a helicopter instructor at Culdrose and has served in the Falklands as well as completing a tour of duty on a Carrier.

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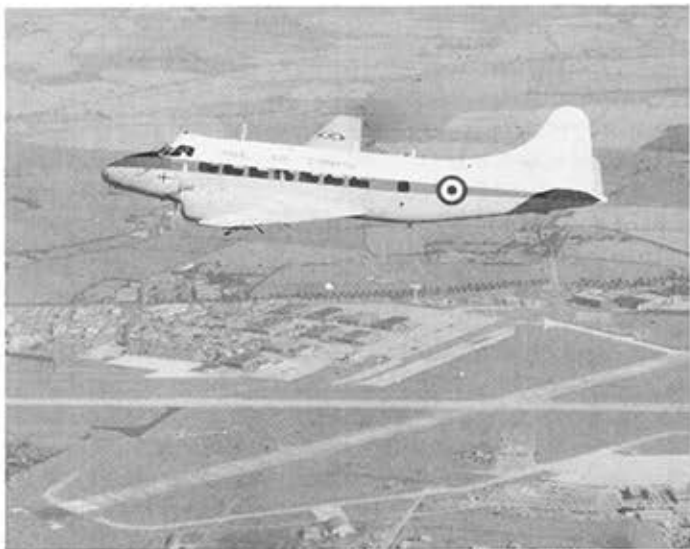
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The Admiral's Barge



The SEA HERON C. Mk. IV – is it a plane or a barge?

The SEA HERON C. Mk.IV will be on static display. This particular aircraft, XM 296, built in 1958, was originally a Queen's Flight aircraft and has currently flown just over 9000 hours.

Its present role is to provide VIP transport for the FLAG OFFICER NAVAL AIR COMMAND and for other Naval VIPs and guests of the Navy. It is thus nicknamed the "Admiral's Barge", this being the normal form of transport for Admirals from their ship to shore!

The aircraft has seating for 3 crew plus 7 passengers. Its operating altitude surface is to 10,000 feet and it has a cruising speed of 150 knots. Whilst it may be rather slow and unsophisticated, we are assured this old barge provides very elegant and comfortable transport for the Admiral!

The Crew are: Pilot Lieutenant F. Woods, Navigator Chief Petty Officer R. Foster and Hostess Wren H. Bloom.

Pleasure Flights in the Legendary DC-3 Dakota



Air Atlantique are visiting Church Fenton with their historic DC-3 Dakota. This aircraft, which recently celebrated its 50th year of commercial service worldwide is available for pleasure flights both before and after the main display.

The DC-3 first flew on December 17th 1935 from Santa Monica in California, and entered commercial service the following May. It was soon recognised as being the major design advance to date and was responsible for turning the growing trend in air transport into a profitable and thriving industry.

During World War II, over 10,000 military-style DC-3s were built and designated the C-47. These proved vital to the war effort, transporting troops and equipment around Africa and Europe.

Unlike most aircraft of its age, the DC-3 is still as economically viable today as it was back in 1935. There are reckoned to be hundreds of DC-3 and C-47 aircraft still flying out of the 12,000 built, including those in service with numerous air forces throughout the world, some of whom are still not looking for replacement aircraft.

Ground Display and Events

Don't miss the Armed Forces static display area, the Superkings Road Show and numerous aviation associations and trade stands. At the time of going to press they are as follows:

Royal Navy – are displaying a bas relief model of HMS Broadsword depicting the men and equipment on board.

The Army – is represented by the Kings Division with their very popular 'Death Slide', if you missed it in 1986, queue early this year. They will also have an air rifle range. Also appearing will be The Royal Engineers and 45 Field Regiment Royal Artillery will have an FH 70 gun on display. The band of The 1st Bn The Duke of Wellington's Regiment will also play during the day in the Army Display Area at times to be announced by the commentator.

Royal Air Force – are displaying a Gazelle Facsimile, a Harrier GR3 Cockpit, and two recruiting caravans. A new exhibit this year will be a Mobile Field Catering Exhibition demonstrating the culinary skills of the Royal Air Force in the field.

The Yorkshire Evening Post – will have their familiar double decker bus with tombola and music from their band to accompany it all. Situated close to one of the main bars, enjoy a pint, good music and the tombola for which there are some exciting prizes.

Superkings Supershow '87 – Don't miss a chance to win a SAAB 900 convertible or a Philips "Roller" and, of course, a chance to sit at the controls of G-HUEY, which will also fly in the display.

Skyhigh – The Royal Air Force Benevolent Fund's shop. Maybe your first chance to see this new caravan which met with an accident on the way to the display last year. It has a wide range of goods on sale.

North Yorkshire Police – are staging a crime prevention display.

Air Yorkshire – The Society meets regularly every month at the Yorkshire Area Club, Leeds/Bradford Airport. It runs meetings to which invited guests give talks on various aspects of aviation, competitions and film shows. It also publishes a monthly news bulletin covering mainly aviation in the region.

Details of any items that will be sold: Second-hand magazines and aviation publications. Publications obtained from Ian Allen Ltd and a selection of postcards, etc.

The Red Arrows Charity Caravan – *Brian Jones writes:* We were not expecting a record year in 1986 especially after the first two months due to the bad weather and the fact that the Red Arrows were to be away for nearly two months. However, we managed to break several records, the first being the number of displays we visited. The Caravan went to or was represented at 30 different shows this year and we spent over 40 days away from home. The most important record broken was the money raised which amounts to £6,000.

Pennine Aviation Museum – The Pennine Aviation Museum is a museum devoted to the history of

aviation in the North West of England. The museum already has several aircraft and engines including an Anson, Canberra, Hunter, Albatross Sections Vampire, etc. Museum run on voluntary basis. *Details of any items that will be sold:* A/C Kits, Posters, Books, Badges, Diecast, Aircraft and Cars, Tea Towels, Stickers, etc.

Royal Artillery Association – The Association looks after the welfare of ex-'gunners' in the Huddersfield and Barnsley areas.

Aircrew Association White Rose Yorkshire – 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 HM Armed Forces whose duties are, or were, carried out in the air. Membership also covers the Commonwealth and United States armed forces.

Trade Stands

C. H. Kelley Newsagents – MAIL ORDER SERVICE, and flying Displays. Aviation and Military Books, Magazines, Back Numbers. Squadron Prints – Full List and Frames available. Posters. Kits. Stickers. Patches. Postcards. Mugs. Sweatshirts and T-Shirts.

Millwood Alarm Systems Limited – Millwood House, Leeds. Telephone (0532) 436168. Telex 557760. Specialists in domestic, commercial and industrial Security systems.

Linley Country Supplies – Between Tadcaster and Sherburn-in-Elmet. Quality animal pet food and accessories, Jodhpurs, Riding hats, Whips, Gloves, Boots, Hunter and Dunlop Wellingtons, Work Boots, Waxed Clothing, Quilted and Waterproof Jackets, Chain Saws – Garden Machinery.

A country store in the heart of Yorkshire. London Road, Barkston Ash. Telephone 093781 7699.

The British Isles Aviation Society – is Yorkshire's Premier Aviation Society run by Enthusiasts for Enthusiasts. The Society issues a monthly magazine "Rotate", holds meetings, and organises a comprehensive UK and Continental trips programme. For membership details send SAE to: Mrs. F. Wooler, 2 Rufford Close, Yeadon, Leeds LS19 7QU. Telephone (0532) 710514.

Flypast Magazine – Britain's top selling aviation monthly dominating the fields of historic aircraft, preservation and air displays at an international level.

Trade Stands (cont.)

Flypast's stand features a range of posters, stickers, books – including the company's recently published definitive Spitfire history – and sister publication Spaceflight News.

Flypast, P.O. Box 100, Stamford, Lincs PE9 1XQ.

Selby and District Round Table – An organisation which has raised substantial sums of money for charities within the Selby Area for over 30 years. Recently we have shown particular concern for children's charities and individual children suffering severe disabilities, but attention is paid to all deserving causes.

Messrs. T. & P. Normanton Ltd. – Quality Toys, Model Kits.

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Mr. A. J. Molton – MIL Slides. Aviation products, including Kits, Slides, Magazines, Films, etc.

Janette Mackay – Leather-look Jackets.

The Manager, Reeds School of Motoring Ltd. – School of Motoring.

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Make a Note of Other Major Airshow Dates This Year

The Royal Air Force Association (North Western Area) **WOODFORD AIR SHOW** at British Aerospace PLC Airfield, Woodford, Bramhill, Stockport. **SATURDAY 27 JUNE.** Gates open 10 am. Flying starts 1 pm.

The Royal Air Force Benevolent Fund **INTERNATIONAL AIR TATTOO 1987** at RAF Fairford 14-20 **JULY.** Seven-hour international flying programme each day with aircraft from up to 40 of the world's air arms taking part; the world's top air display pilots and finest aerobatic teams competing for the premier air show trophies.

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For further information of possible opportunities please write, quoting reference 040/SSA to: The Personnel Officer, Saudi Arabia Support Dept., FREEPOST, British Aerospace PLC, Military Aircraft Division, Warton Aerodrome, Preston, Lancs PR4 1LA or telephone Preston 634317.

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Acknowledgements

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 Canadian Armed Forces
The Royal Danish Air Force
The German Air Force
The Royal Netherlands 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

2nd Battalion Yorkshire Volunteers

REU, RAF Henlow

The Yorkshire Evening Post

Allen Rowley Esq.

Imperial Tobacco Limited

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, South 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

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 Display Project Officer

Squadron Leader R. K. Jackson RAF

Air Traffic Controller

Squadron Leader G.A. Ordish 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.



Aerial view of the 1986 SSAFA Air Display

Programme edited by
JANE MARTIN

Advertising contracted by
SLOANE PUBLICITY LIMITED
45 Seagrave Road
London SW6 1SB
Tel: 01-581 1597

Printed by
FREEDMAN BROS (Printers) LIMITED
St. Albans Lane
London NW11 7QB
Tel: 01-458 3220

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