

SSAFA's
**INTERNATIONAL
AIR DISPLAY**

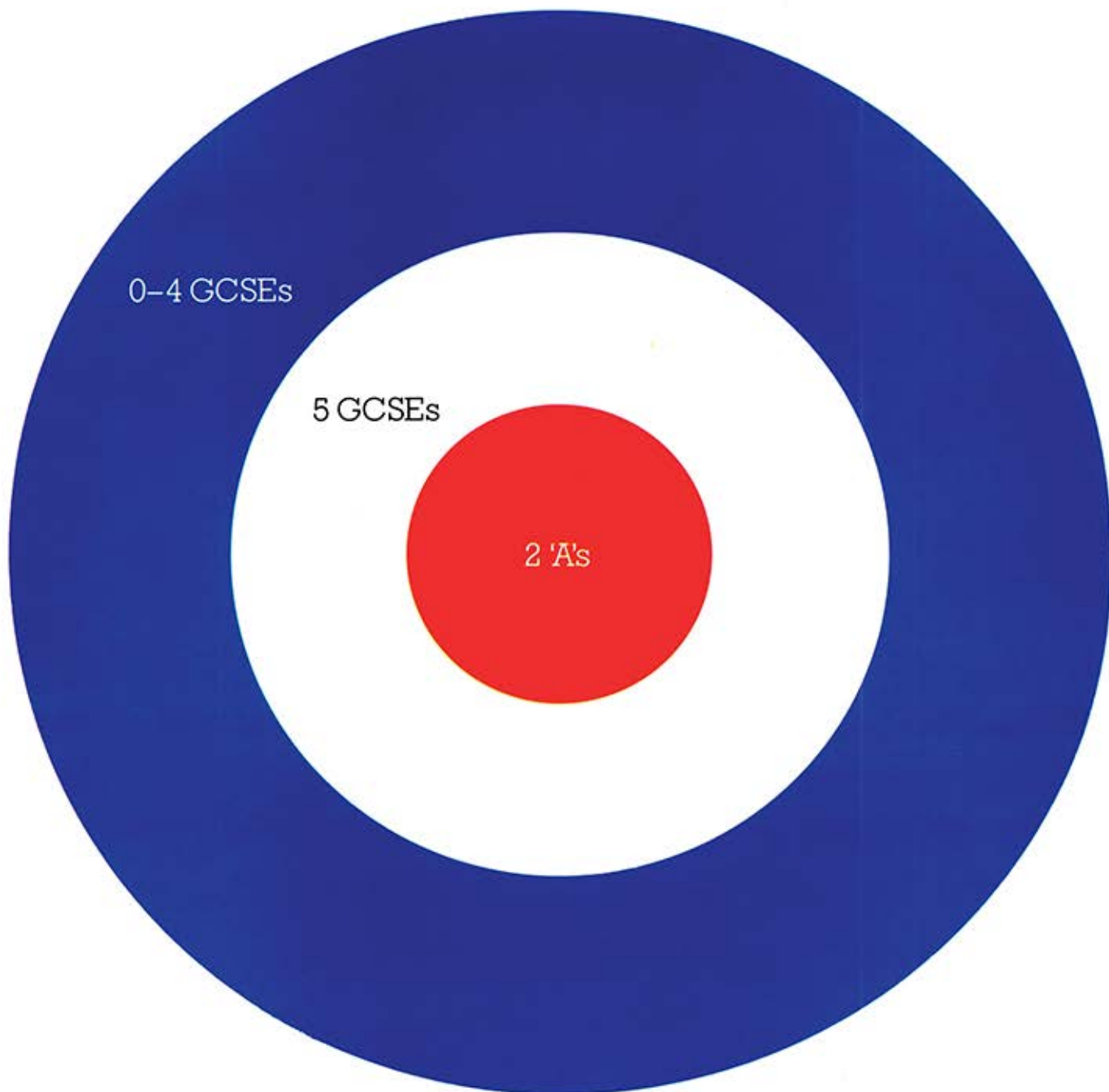
Official Programme £1.00

Church Fenton '90 Sunday June 10th.
RAF Church Fenton, Tadcaster, North Yorkshire

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ROYAL AIR FORCE

SSAFA's
**INTERNATIONAL
AIR DISPLAY**

OFFICIAL PROGRAMME

CONTENTS

include

- A WARM WELCOME TO CHURCH FENTON**
- Admiral Sir Peter Herbert, KCB OBE Chairman, page 3
- INTRODUCTION - A SPECIAL YEAR AT CHURCH FENTON**, page 5
- AN IMPORTANT ANNIVERSARY, THE AIRBORNE FORCES
CELEBRATE FIFTY YEARS**, pages 7 to 10
- THE RED ARROWS FLYING HIGH**, page 12
- THE PROTEUS EXTRA - A NEW PLANE**, page 13
- SPECIAL DISPLAY FOR THE "90's", TEAM TOYOTA**, page 15
- WORLD CLASS AEROBATICS IN THE JAGUAR EXTRA 230**, page 17
- THE RAF..... AHEAD TO THE 21st CENTURY**
A look at some modern RAF planes, pages 18 and 19
- SPECTACULAR FLYING FROM THE SLINGSBY T67 FIREFLY**, page 20
- PLAN OF CHURCH FENTON**, page 24
- FLYING PROGRAMME**, page 25
- The Few ... THE BATTLE OF BRITAIN - a commemoration**, pages 30 to 33
- THE ROLLS ROYCE SPITFIRE**, page 34
- BATTLE OF BRITAIN MEMORIAL FLIGHT**, page 35
- THE ROYAL NAVY HISTORICAL FLIGHT - THE SEA FURY**, pages 37 and 38
- THE PISTON PROVOST, The Last of her Kind**, page 39
- A RUSSIAN YAK**, page 40
- AMERICA - THE FIGHTER COLLECTION**, page 41
- HELICOPTERS ARE DIFFERENT**, page 42
- A TRIP IN A DAKOTA**, page 42
- TRADE STANDS**, page 43
- ACKNOWLEDGEMENTS**, page 44

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WHEN DOWN YOUR LOCAL,



DOWN YOUR LOCAL!



Admiral Sir Peter Herbert KCB OBE, Chairman of the Soldiers', Sailors' and Airmen's Families Association.

A message from the Chairman of the Soldiers', Sailors' and Airmen's Families Association

WELCOME TO SSAFA'S 41st SHOW

The 1990 SSAFA Air Display is significantly more poignant as we commemorate the 50th Anniversary of the Battle of Britain and the formation of the Airborne Forces. I would like to extend a warm welcome to all of you who are attending this popular and historic event.

The SSAFA Air Display is undoubtedly one of the best air shows of its type to be held in Britain and has gained many devotees who attend regularly each year.

Founded in 1949, this is its forty first year, (the twenty eighth at Church Fenton), and once again we will offer a day of spectacular entertainment for all the family. Whilst the show offers splendid entertainment value with some breathtaking flying by skilled Royal Air Force, Navy and Army pilots and civilians - specially selected to take part in the show, it is also vitally important to us at SSAFA. The show is a major fund raiser for the Association, which does so much to care for the families of Serving and ex-Service men and women.

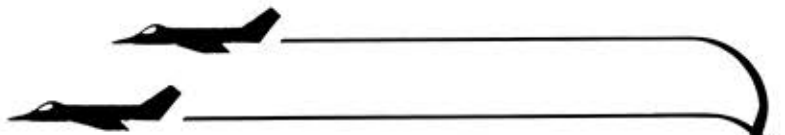
SSAFA volunteers offer friendship and help to those with a Service connection who are in distress. These include the elderly - the women who spent the war years without their menfolk and who may well be alone again at the end of their lives. Their numbers are increasing and will increase dramatically over the next decade as we become an aging nation. There are those who have fallen prey to the poverty trap, or who are disabled or unemployed. It is to all these people, young and old alike, that SSAFA

offers its practical advice and financial help through its trained voluntary workers. YOUR support today means a great deal to us, for it enables us to carry on with this vital work.

I would like to extend my thanks to the Station Commander and all his staff at RAF CHURCH FENTON for their enormous contribution to the success of today's show. Thanks are also due to the Yorkshire Evening Post for their continued sponsorship and for allowing us to use, once more, the services of Mr Allen Rowley. Having reluctantly relinquished his role as Commentator after many years of loyal service to SSAFA, he still gives his time and expertise promoting the show in order to raise funds for the families of Serving and ex- Servicemen and women in need.

Thanks are due to the performers who will be thrilling and entertaining you today; to all the background workers who make the show run so smoothly and, last but not least, to you, the spectators for giving once more your support to SSAFA for which we are all extremely grateful.

May I wish you all a great day's entertainment and I hope that it will also be a memorable one.



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**SSAFA AIR DISPLAY PROGRAMME
1990' A SPECIAL YEAR AT CHURCH
FENTON ... CELEBRATING A
DOUBLE ANNIVERSARY**

This year's annual SSAFA INTERNATIONAL AIR DISPLAY at Church Fenton, is a very special event, for 1990 sees the GOLDEN JUBILEE of the AIRBORNE FORCES of our nation and the fiftieth anniversary of the most decisive battle of World War 11 THE BATTLE OF BRITAIN. In June 1940, Mr Winston Churchill (as he then was) the Prime Minister, called for the formation of a "corps of at least 5,000 parachute troops". Training started at Ringway, Manchester, and soon 500 officers and men had qualified for the now famous Red Beret and their parachute wings. The "Red Devils" as they became known, forged a close association with the Royal Air Force, who still train their parachutists and deliver them into battle.

You will find their full story and the events they have planned for this International Air Display on pages 7 to 10.

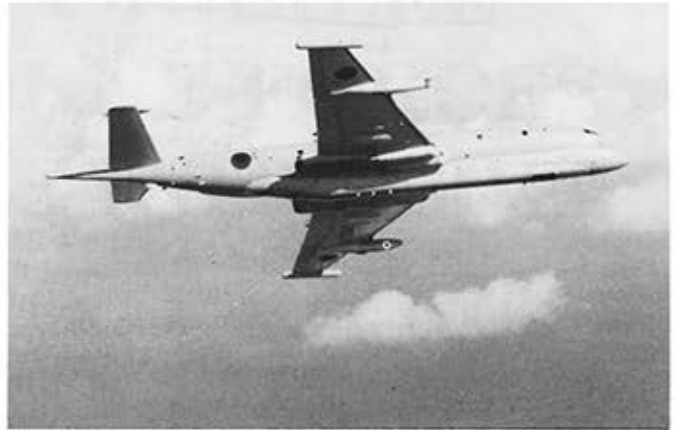


The Blitz - The Docks of London Burning viewed from Tower Bridge.

IWM



Camouflage was important during the Battle of Britain - especially for cows who were in the front line in Kent and Sussex!



Nimrod a long range four turbofan powered maritime patrol aircraft. The latest MR2P configuration includes wingtip pads, tailplan finlets. It carries Harpoon or Sidewinder missiles.

THE BATTLE OF BRITAIN is also being commemorated this year.

This decisive battle, was a unique event in the history of warfare, for never in mankind's history had such a duel taken place, some six miles above the earth. The battle was fought in the skies mainly across Southern England, between the 8th August - 31st October, 1940 whilst civilians went about their daily business, often with little idea of what was going on in the brilliant blue skies above, for it was an outstandingly lovely summer.

Spitfires and Hurricanes fought the might of the Luftwaffe, in a deadly ballet, which showed in vapour trails against the background of a cloudless sky, accompanied by the muted sound of engines and machine gun fire. the latter sounded to an observer "as though a child was playing with a drum". The story is an heroic one and will be remembered in the annals of the country along with the Armada and Trafalgar as long as our history endures.

You will find the story on pages 30 to 33.

The RAF IN THE 21ST CENTURY is also looked at, in this year's programme, with a glimpse of some of the ultra modern aircraft and missiles, which are the descendants of those World war 11 aircraft.

Additionally, there are the usual stories about the performers who will be thrilling and entertaining you once again. Thank you for supporting SSAFA, the show is a major fund raising event for the Association which does so much to care for the families of Serving and ex-Service men and women. We hope that the programme will prove a worthy memento of a happy day at Church Fenton.

FLYING BY ELECTRICITY.

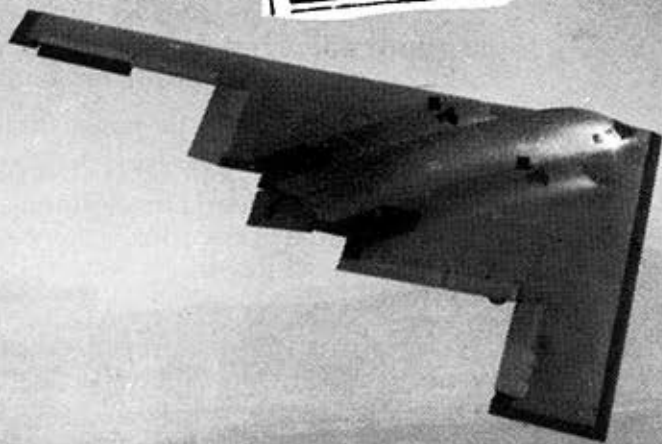
PROFESSOR ADER'S INVENTION.

Mother Shipton's celebrated prophecy, already vindicated by balloon and parachute, has been still further fulfilled (says the *Evening News and Post*) by the invention of an electrical flying machine. Just as it is superseding gas as an illuminator, electricity threatens to monopolise the aerial navigation business. At no distant date. Maxim, Langley Loeber and De Bousset—have long looked upon electricity as the most feasible motor for air-travel. By the invention of his electrical "bird,"



Professor Ader, of Paris, has given all his rivals a start and a beating. The machine, as readers will gather from the above illustration, is designed in the shape of a gigantic bird. The wings have a spread of about 50 feet, and are made of wicker, with a silk covering. The windmill arrangement in front is the propeller, upon which depends the whole working of the machine. Professor Ader's "bird" is by no means an "untried animal." The inventor has made several trips, seated cosily in the cabin of his aerial vessel. He has gone a distance of several hundred feet at a height of 60 feet; has steered his machine with ease; and has descended to mother earth simply by disconnecting or exhausting the feeding current of his motor.

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Yorkshire EVENING POST

THE GOLDEN JUBILEE OF THE AIRBORNE FORCES THE AIRBORNE INITIATIVE

The Golden Jubilee of the Parachute Regiment and Britain's Airborne Forces is being celebrated in style this year. The Airborne Forces came into being through Prime Minister Winston Churchill, who on 22nd June 1940 called for the formation of a corps of at least 5000 parachute troops suitably organised and equipped. This turned out to be the foundation stone for the Parachute Regiment and Airborne Forces, who today are an important part of our armed forces.

The first parachutists were trained at Ringway near Manchester. No 2 Commando (Army) later renamed no 11 Special Air Service Battalion, became the first unit to be trained by the RAF's No 1 Parachute Training School. By the end of 1940 over 500 officers and men had qualified for their parachute wings.

In February 1941 it was possible to mount an experimental raid against the Tragino Aqueduct in Southern Italy. A year later the "paras" earned their first Battle Honour on 17th February 1942, when a successful attack was made by a company of the 2nd Parachute Battalion on the German radar station at Bruneval on the coast of France.

Training increased and as a result the first Parachute Brigade was formed in September 1941 and in the following month an Airborne Division.

On 1st August 1942 the Parachute Regiment was formally established and from then on has continuously expanded, until at the end of the war it comprised 17 battalions and a number of independent pathfinder units.

The operations of Airborne Forces become more significant with the development of new techniques and more resources. Known as the "Red Devils" this title was grudgingly bestowed by the Germans on the 1st Parachute Brigade who were dropped on widely separated objectives in North Africa. The title was in recognition of the now famous Red Beret worn by the Parachutes. In less than four months the Regiment had been awarded 8 Distinguished Service Orders, 15 Military Crosses, 9 Distinguished Conduct Medals, 22 Military Medals, 3 Croix de Guerre and 1 Legion d'Honneur. The Brigade had inflicted on the enemy casualties of 5,000 killed, wounded and missing. This is a record which has never been surpassed by any formation of the British Army. During the attack on Sicily the 1st parachute Brigade was dropped by night, with the task of seizing the Primasale

Bridge. The 1st, 2nd and 4th Parachute Brigades then saw service in Italy. The 1st and 4th Brigades returned to England before the invasion of Northern France, but the 2nd Independent Parachute Brigade remained, later taking part in airborne operations in Italy, Southern France and Greece. The first Allied divisional Airborne operation took place on the 5-6 June 1944, when 5th Airborne Division landed in Normandy to secure the left flank of the British airborne assault on D Day. The famous operation at Arnhem, which was part of Montgomery's plan to shorten the war by driving a wedge into the German Front, followed on 17th September that year. The 2nd para held the bridge at Arnhem for 4 days but the armoured thrust was unable to link up. On the 2nd March 1945, the 4th Airborne Division were the first British troops to cross the Rhine into Germany.

The Regiment, since the end of World War 11, has been almost continuously in action, serving in South East Asia, Palestine, Malaya, Cyprus, the Suez operations, Aden, Brunei, Cyprus with the United Nations in 1964, Borneo and more recently in Northern Ireland and the South Atlantic. The 2nd and 3rd Parachute Battalions were involved in leading operations to retake the Falkland Islands, and during this conflict two VCs were posthumously awarded and a number of other decorations awarded for gallantry.

The Regiment today has the 1st and 2nd Battalions in Aldershot and the 3rd Battalion on a residential tour at Holywood, in Northern Ireland. There are 3 TA Battalions - the 10th in the South of England and the 4th in the North of England and East Midlands and the 15th in Scotland.

The first recorded instance of an airborne warrior, is Bellerophon who rode the winged horse Pegasus in Greek Mythology, where he was famous for slaying the fire breathing monster Chimaera. Mounted on Pegasus, spear in hand, Bellerophon rode into the air, swooping down upon the monster and thus destroying it. Naturally the "Red Devils" have chosen Bellerophon and Pegasus as their emblem. It was selected by the late Lieutenant-General Sir Frederick (Boy) Browning, GGVC, KBE, CB, DSO, DL when he was appointed to raise Airborne Forces in 1941. The emblem was created in 1942 by Major Edward Seago and is worn on the arm of all airborne soldiers.

Golden Jubilee Appeal

A special Golden Jubilee Appeal has been mounted by Britain's Airborne Forces, to commemorate the fifty years of the service, to recruit for the future and to establish a permanent memorial. In addition the appeal wishes to raise funds to provide much needed support for the Airborne Forces Charities. The Airborne Forces Charities Development Trust has been formed and has a target of £4 million as its objective in the Airborne Initiative Golden Jubilee Appeal. Its patron is HRH The Prince of Wales, KG, KT, PC, GCB, AK, QSO, ADC(P) and is run by the Airborne Forces Aspects Ltd, a company which has been specially formed to support and assist the Charities Development Trust, which is a registered Charity. The Vanguard of the Airborne Forces Golden Jubilee Appeal, over the next four years is the Airborne Initiative.

It is an appeal with a difference, in that participation will not only bring dignified care to those who gave so much to their country in the war years and in the many conflicts that followed, it will also finance a community project which will, through a variety of training courses promote and develop the untried potential of young people to help them find a new personal fulfilment. For every £1000 donated, a nominated or sponsored candidate can attend a course to get motivated, or airborne (i.e. Initiative Training for youth, Team Building for Young Managers, or flying, gliding and parachuting which will be paid for by The Airborne Initiative.

In a letter commending the project Their Patron, HRH Prince Charles says "Sometimes great institutions surprise us with the force of their vision. One such vision is The Airborne Initiative.

"It is community initiative which will bring that distinctive blend of objectivity, determination and power to win - the hallmark of Airborne Forces - to the youth of our cities, men and women in business and those who benefit from leadership training".

PARA 90

PARA 90 is the title of a full year's programme to mark the Golden Jubilee and will consist of a series of events on a national and regional level. Forty-five events will provide a framework for nationwide celebrations. They started in March, appropriately enough at Ringway Airport, Manchester and include major participation in air shows such as Biggin Hill and SSAFA's event at Church Fenton. There are city memorial services and parades including St Paul's Cathedral, York Minister and Durham, a review of 5th Airborne Brigade, an enhanced Airborne Forces Day in July at Aldershot and a number of Airborne Spectaculars and band concerts, at such diverse locations as Nostell Priory, St Michael's Mount Duxford and the Leyland Sports Ground.

Additionally there will be a number of commemorative projects such as a specially commissioned painting by Terence Cuneo, books, whisky, mementos and a newly named rose - The Red Beret.

The Airborne Forces are proud of their very close links with the Royal Air Force, who trained all the parachutists and glider pilots and also delivered them into battle.

THE 4TH PARA'S WILL DROP INTO CHURCH FENTON

A local and North of England parachute TA battalion the 4th Para hope to drop in with an air display at Church Fenton. The 4th Battalion, The Parachute Regiment was formed at Kedderston Park, Derby in 1942. Recruited initially from all parts of the UK and all branches of the Army. For a short time the Battalion was under command of the 1st Parachute Brigade. Prior to its embarkation for North Africa the Battalion was inspected by His Majesty King George VI. The occasion was the first time the Battalion wore all black equipment, a tradition which was retained until September 1946.

In 1944 the Battalion took part in the invasion of the South of France as part of the American 7th Army.

In October of that year they dropped at Megara airfield near Athens and secured the Dropping Zone for the remainder of the Brigade. In January 1945 Airborne Forces were withdrawn from Greece and by March the Battalion was back in Italy preparing for the spring offensive across the River Po. During its long service in Italy the Battalion was placed under command of the 2nd New Zealand Division on two occasions, a link which was cemented at the time and commemorated by the tradition of including the New Zealand Leaf on the Battalion Flag.

In October 1945 the Battalion went with the 2nd Parachute Brigade to Palestine becoming part of the 6th Airborne Division, returning to England in January 1947 and re-designated the 4th Battalion (Wessex). The Parachute Regiment was affiliated to the South West Group of Infantry Regiments. Within a year it was amalgamated with the 6th (Welsh) Battalion becoming the 4th/6th Battalion. In 1948 it was again re-designated as the 1st Battalion The Parachute Regiment and it was nineteen years before the 4th Battalion was to be heard of again.

It was in fact reborn on the 1st April 1967 on the amalgamation of the 12th/13th and 17th (9DLI) Battalions. Their headquarters are at Pudsey, near Bradford and the Battalion now comes under the command of HQ North East District at York. It still wears distinctive black flashes and black lanyards as a unit colour in the tradition of the dress worn at the inspection



1. 4th Para Fighting in Built up Area (FIBUA) training in Hammelburg, Southern Germany 1989. Tanks are used to support the soldiers.
2. Recruit training at Aldershot over the Assault course as part of pre-parachute selection.
3. Fighting in Built up Areas entering a building using a pole.
4. Colonel in Chief of The Parachute Regiment HRH The Prince of Wales, visiting 4 Para at Pudsey on 29th March 1988. Speaking to the Recce Platoon.
5. A parachute training balloon over Tatton Park, Manchester 1942. The balloon is still used today for training.
6. Parachuting.
7. 1940-1945 Parachute training at Tatton Park from Whitley aircraft.
8. A 4 Para Volunteer. "What manner of men are those who wear the maroon Beret?...They are, in fact, men apart. Every man an Emperor". Field Marshall Montgomery.

of the Battalion in 1942 by His Majesty King George VI. Although based at Pudsey, the Battalion is spread over the North of England with "A" Coy at Liverpool, "B" Coy at Oldham "C" Coy at Gateshead and "D" Coy at Stockton-on-Tees. The company at Lincoln became the 5th Rifle company in 1984.

The 4th Battalion still plays a vital role in the defence of the United Kingdom, taking their place alongside the Regular Army in BAOR. In the event of mobilisation 4 Para are part of a large Division based in Germany.

Their primary role and training is fighting in built up areas (FIBUA) which is carried out in special village areas in both the UK and Germany. In addition they carry out normal Infantry training and of course parachuting, where they have been involved in several airborne exchange exercises with other NATO Airborne Units.

Over the last couple of years they have exercised outside the UK in Italy, Gibraltar, Berlin and on a number of occasions in Germany. Individual volunteers have also been attached to the regular battalions and have worked in Cyprus, Kenya and USA. Soldiers have an excellent opportunity to train, but additionally they participate in other activities, such as Sports Team - the Battalion has a successful free fall parachuting with the Black Lanyards.

As part of PARA 90 celebrations the 48th Para are involved both nationally and at regional level. Soldiers will be marching through the City of London on 22nd June with their sister TA and regular Parachute Regiment Battalions. CHURCH FENTON is the first of the regional events in Yorkshire. There will be another three major events that aficionados might like to note, The Parachute Regimental Band Concert at York University on the evening of 21st July, The York Minister Airborne Forces Service and March through York on the 23rd July and the Airborne Spectacular at Nostell Priory, Wakefield on the 19th August.

THE AIRBORNE FORCES DROP INTO CHURCH FENTON ... WELCOME THE BLACK LANYARDS FREE FALL TEAM

No air show is complete without a display by a parachute display team and this year will be the turn of the Black Lanyards, representing the Airborne Forces.

Reformed in 1987 as a registered parachute display team, they represent the 4th (volunteer) Battalion. The Parachute Regiment (4 PARA (V) in sport parachuting competitions and displays.

The team is unique in that it is the only Territorial Army (TA) Free Fall Team and the majority of its members are TA Volunteers. Before being allowed to join the team they



The Union Jack being brought safely to earth by the 4 Para free Fall parachute Team.

must all be experienced parachutists with at least 200 jumps to their credit. Most of them, in fact, have completed approximately 1000 parachute descents and all are parachute instructors.

In their first year the team gained 11 display bookings and each year as they have become more widely known, this number has increased and they are expecting to put in more than 30 appearances in 1990, the Golden Jubilee of the Airborne Forces.

They work anywhere, Schools, Village Fetes, Football Stadiums, Parks, Military Barracks and the like.

As at Church Fenton they carry out a 4 man parachute display with a 2 man ground party, one of whom gives a running commentary whilst the display is in progress. The routine varies according to the weather conditions on the day so that the display you witness today could vary from a "stack" exit from 2000 feet to the team linking up in free fall from several thousand feet, whilst falling towards earth at 120mph! All of which is clearly visible to the spectators. A new introduction this year will be Canopy Relative Work (CRW). This involves 2 or more parachutes flying their canopies in actual contact to form a bi or triplane formation. This requires a high degree of both team work and skill in canopy handling.

The Black Lanyards are completely self-financing and hire the aircraft they use for each display.

So give them a warm welcome at Church Fenton and if you know someone who is willing to sponsor them, they would be glad to hear more!

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

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The Professionals 



The 1991 SSAFA AIR DISPLAY

is scheduled for 9th June 1991

at RAF Church Fenton

Make a note of the date now.

**We look forward to seeing you next
year**

**MAKE SURE
IT'S OFFICIAL**

PLEASE NOTE this is the only OFFICIAL PUBLICATION sold on behalf of SSAFA at today's display.

THERE IS NO OTHER "OFFICIAL" SOUVENIR and only stands/stalls/exhibitions manned by people wearing "OFFICIAL" badges are recognised by SSAFA, who cannot be held responsible for claims made, or items sold, by anyone not so recognised.

THOSE DARING YOUNG MEN

- Fly in once more to Church Fenton

Those daring young men who make up the famous RED ARROWS RAF Squadron will once again be flying into Church Fenton to thrill everyone with their undoubted expertise. Last year the Red Arrows celebrated their twenty-fifth anniversary in their usual spectacular manner. This twenty-sixth year sees them as daring and inventive as ever, for once more they will be putting on a show for which sufficient superlatives cannot be found to describe the precision of their timing whilst flying. It is often forgotten, so famous is the team, that The Red Arrows, are a standard RAF Squadron, whose peace time role is to demonstrate the qualities and skills of all officers and airmen.

Daring as their exploits are, and this comes from hours of strict training and dedication to the job, the entire Team would, in the event of a major war, be quickly absorbed into operational squadrons.

The Red Arrows are based at the Central Flying School, which is at RAF Scampton, near Lincoln, where their Senior Engineering Officer and 50 technicians are permanently based to service the aircraft on their return from displays.

Away from their base the Red Arrows are supported by 27 travelling ground crew. In addition they have a Team Manager, who is in charge of the administrative team.

As you can appreciate it is a mammoth task to keep the team in the air and there are a lot of "back room boys" who are as important as the flying team, but who are never, or hardly ever seen. You may spot some of the ground crew at Church Fenton if you have time to look around. The Red Arrows, started life in another guise at an RAF pageant at Hendon in 1920 when they flew old biplanes. The actual "Red Arrows" themselves were formed in 1965 having followed other formation flights such as "The Black Arrows", "The Blue Diamonds" and "The Firebirds". Their immediate predecessors were "The Red Pelicans", who appeared in 1964 flying six Jet Provost T MK 4s.

They became the first Central Flying School jet team to assume the leading role. In the same year a team of five yellow Gnats were formed by No 4 Flying Training School at Valley, led by Flight Lieutenant L Jones. A year later he was posted to the Central Flying School where he formed "The Red Arrows".

In their first year they gave 65 displays in Britain and Europe and were awarded the Britannia Trophy by the Royal Aero Club, in recognition of their outstanding contribution to British prestige in the field of aviation.

Since 1967 the team has come to represent the peak of precision flying, recognised worldwide with its classical Diamond Nine.

At the end of each display season, three new pilots join "The Red Arrows". They start by practising formation flying with one of the experienced pilots, then with increasing numbers of aircrafts, working up to the familiar tight nine formation. Before they give their first show the new pilots have six months intensive training under their belts.

Formation aerobatics is a logical progression of the skills required by a service pilot, it is not an end in itself. For the air defence pilot, must be proficient and the art of display flying is part of his ability to survive in wartime conditions. As you watch their spectacular flying high above your heads spare a thought to these young men, who are the natural successors to the immortal "few" who fought a similar spectacular, but with a deadly purpose in the skies of Britain 50 years ago.

Their successors, put into the same position, would also become immortals and their undoubted skills would prove a formidable challenge to any potential enemy.

ROYAL AIR FORCES ASSOCIATION

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Telephone 834 799

RICHARD FLYS THE PROTEUS EXTRA - A NEW PLANE

The Extra aircraft have made such an impression on the world's Aerobatic Competition circuit, that it is hard to believe that these planes, a highly modified Pitts Special, were introduced as recently as 1981. The firm who produce them is run by its founder Walter Extra, which gives them the advantage of being known by his surname.

THE EXTRA 350 was derived from the EXTRA 230 a single seat unlimited level aerobatic aircraft, which first flew in 1983 and which has performed very successfully at all levels of international competition.

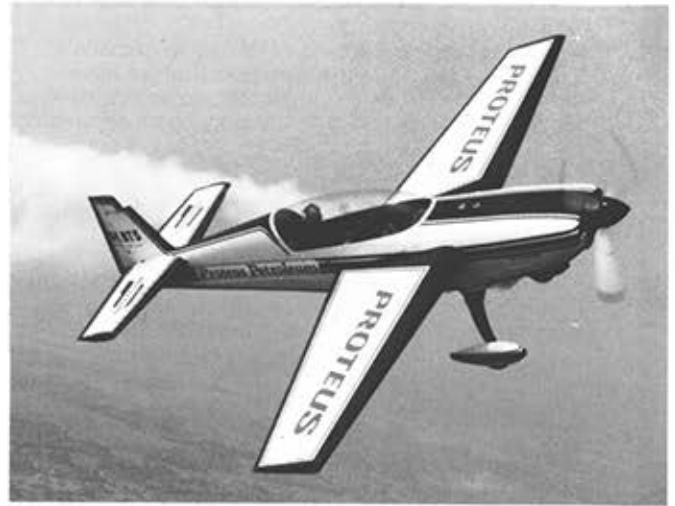
However, Walter, felt strongly that the future lay in a bigger, more powerful aircraft, plus, very differently the ability to carry two people.

As a result he produced the EXTRA 350, which although significantly larger than the 230, it weighs relatively little more, since the entire wing and tail plane are made from carbon fibre, which is very light yet immensely strong. The aircraft is thus given probably the highest power to weight ratio of any aerobatic aircraft in the world. Additionally it is very streamlined and thus able to build up speed very quickly.

The prototype first flew in August 1988, and then competed in the World Aerobatic Championships, which took place three weeks later. Despite having so little practice on this brand new plane, it won the freestyle sequence and came close to an overall win. The production line in Germany is now committed for several years ahead, including a significant military order.

Specification

Span	26 ft
Length	23 ft
Empty Weight	1300 lbs
Max Gross Weight	1900 lbs
Cruising Speed	200 mph
Max Level Speed	230 mph
Stalling Speed	60 mph
Roll Rate	360° per second
Endurance	3 hours (+2 hours with long range tank)
Engine	Lycoming 350 horsepower + 3 blade constant-speed propeller
Fuel Capacity	40 gallons + 25 gallons long range tank
Smoke System	10 gallon tank pumping diesel into exhaust pipe
G "Limits"	Airframe is stressed to + -24G- (Limit is Pilot)



The Proteus Extra a new plane for Aerobatic flying.

The plane gets its name Proteus from the fact that Proteus Petroleum is "sponsoring" the plane. A new force in the independent sector of the UK and Canadian oil industries linking the Livanos family and Victor Gauntlett, Chairman of AML.

The Pilot

One of the best known British Display Pilots, Richard Goode, will be flying the Proteus Extra. He was severely injured in the Summer of 1984 when his aircraft suffered structural failure while too low to parachute. He was, remarkably, flying again within days of discharging himself from hospital and is now fully recovered.

Richard started the Pace aerobatic Team in 1983, operating the "unique Pace Spirit" and in 1988 imported the YAK-50 (see our other story on page 40) into England operating it on behalf of Vladivar as the "Vladivar YAK-50." For 1990 he has established the "Proteus Aerobatic Team" operating the first EXTRA 350 in the UK as well as the "Ultimate Pitts."

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You should be a licensed engineer who has experience in the overhaul, maintenance and operation of light aircraft engines and related systems. However, consideration will be given to engineers without licenses, provided they can

demonstrate extensive experience working of light aircraft maintenance.

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You should have extensive experience in the instruction of navigation related subjects and ab-initio instruction. Preferably, you should hold or have held a professional UK Civil Aviation Licence (ATPL or Flight Navigation) or possess equivalent military experience.

In return, we offer highly attractive salary and benefits packages, coupled with relocation assistance to enable you to move to this attractive part of the country.

For further information, contact Mr K R Hibberson, Personnel Manager on 0292 671022 ext 132. Alternatively, write to him with brief career details at British Aerospace Flying College Ltd, Prestwick Airport, Ayrshire KA9 2RW.

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A SPECIAL DISPLAY FOR THE "90"s

Breathtaking Demo Of Aerobatics

Team Toyota Aerobatics formation displays, is the exciting result of a mix of outstandingly manoeuvrable bi-planes, top-class professional aerobatic pilots, skill, enthusiasm and dedicated practice.

The team's planes, Toyota Pitts Specials are specifically designed to give high performance aerobatics, which coupled with their exceptional reliability makes them ideal for the purpose, a fact fully appreciated by Team Leader Dick Manning and his wing man Steve Privett.

This is Dick's first year at leading the team but it is his fifth year of display flying. An ex RAF Fighter pilot with thousands of flying hours behind him, Dick's present job is as leader of Team Toyota's Duo Display. He says that this is a continuation of a very exciting and varied flying career. With over 3,000 flying hours to his credit before joining Team Toyota, Dick Manning had sampled some of the most demanding flying available. He says that even with that much flying experience under his belt, formation aerobatic flying is a very different challenge. "It is extremely demanding but very, very satisfying". He began his career on the RAF Jet Provost in Yorkshire, progressing to the fantastic Lightning, massing over 1,000 hours on the super-sonic fighter. Now in his fifth season with the Team, Dick's enthusiasm for flying remains as strong as ever. He also finds time to fit in squash, skiing and water sports.

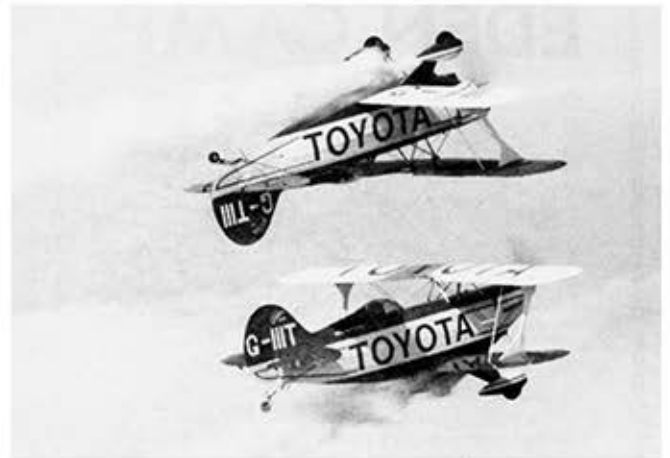
Steve Privett also has exceptional flying skills, and has a distinguished sporting history. With 18 International Caps for England Schoolboys Basketball behind him, as well as county level rugby and football, he is a good 'all rounder'.

Steve, who learned to fly in 1979 with a flying scholarship, joined the Airforce in 1980 where he flew Hunters, Buccaneers and Hawks. Like Dick he went in 1988 to "the desert" joining British Aerospace in Saudi Arabia where he flew the Hawk again.

He is delighted to be with the team and is enjoying the demanding challenge of learning to fly a piston engined bi-plane through Team Toyota's exacting formation aerobatic routine.

THE PLANES

The Toyota Pitts Specials are designed specifically for high performance aerobatics and this, coupled with their exceptional reliability



The Pitts Specials from Team Toyota in operation

makes them the ideal display machines. The Team offer an exuberant display of approximately 32 non-stop manoeuvres. It starts with the two aircraft flying in close formation, their proximity to one another throws a whole new light on familiar manoeuvres such as the "stall turn". The formation then splits up to begin synchronised and opposition flying - which is very demanding on the pilots as absolutely accurate timing is essential. The carefully designed head-on passes are safe but look spectacular.

Watch out for the 'opposition flick' where the aircraft fly towards each other at a closing speed of well over 300 mph and execute a high speed "flick roll" at the very moment their paths cross. The smoke trails leave an intertwined blur as the pilots calmly roll out into their next manoeuvre. A short solo is included which gives Dick a chance to display the tiny Toyota Pitts Specials' manoeuvrability to its full extent before the aircraft join up once again to perform more complex manoeuvres in close formation, including the famous "Mirror Run" in which one aircraft flies upside down in a mirror image of the other.

A truly breathtaking finale.

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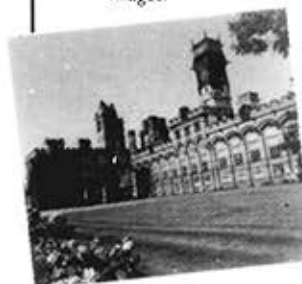
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WORLD CLASS AEROBATICS IN THE JAGUAR EXTRA 230

World class aerobatics will be a highlight at Church Fenton when Firebird Aerobatics, put the Jaguar Extra 230 through its paces.

Brian Lecomber and John Harper regard the Jaguar Extra as the flagship of Brian's display company. It is displayed on occasions by Brian himself, but mainly by Firebird's Senior Pilot John Harper. Both Brian and John have been at the top of the professional aerobatic flying for many years.

Brian can probably lay claim to being the best-known and certainly the most experienced solo aerobatic display pilot in the world. He has performed over 1,300 public displays, beginning his flying career in 1976, when he joined the Leisure Sport Warbirds team going onto the famous Rothmans Aerobatic team, before setting up Firebird in 1981. He is also a best selling author and a regular contributor to the aviation press.

John Harper has been a popular performer of aerobatics for sixteen years and a member of the British team for four World Championships.

Firebird's heavy display schedule leaves little time nowadays for competition flying, but when Brian and John last competed in 1989, Brian became British Freestyle Aerobatic Champion with John taking third place.

The Jaguar Extra is therefore in expert hands and between them Brian and John have evolved steadily over the past three years a spectacular and breathtaking display that now includes a range of manoeuvres which are totally unique to these men and their machine.

The performance you will witness, includes multiple flick-rolls of five rotations, a prolonged flat



The Jaguar Extra 230. The flagship of Firebird Aerobatics, which zooms into Church Fenton 1990 with a totally new and breathtaking display of aerobatics.

spring, end-over-end tumbles, and the very new (and we are assured quite weird-looking!) "knife-edge" spin. Look out for this

THE JAGUAR.

The aircraft weighs in at 1,100 lbs and is powered by a tuned 230 hp Lycoming engine, the Extra's extraordinary power-to-weight ratio endows it with a climb rate of over 2,500 feet a minute and a maximum level flight speed of more than 200 mph. The roll-rate is nearly 360 degrees a second, and the airframe is stressed to take flight loads of plus and minus LOG.

A HIGHLIGHT - THE STAMPE SV4B A Vintage Plane in a classical display

A highlight of the SSAFA Church Fenton Air Show will be a display of elegant classical aerobatics by the Vintage Stampe SV4B, flown either by Brian Lecomber or his Senior Pilot, John Harper.

Built under licence in Algeria in 1948, it was designed in Belgium and arrived in England in the late 1960's. Brian Lecomber has owned it for the last 12 years, during which time the Vintage Stampe has flown more than 300 aerobatic performances at air displays and other major events. Two years ago it was completely stripped down and re-built "To make sure," Brian says "That it will be good for another 40 years."

The Stampe is powered by a British de Havilland Gipsy Major engine of 150 hp in place of the original Renault aero engine, it has a surprising climb rate, for a vintage aircraft, of 1100 feet a minute, and a cruising speed of 90 knots. With this power it is possible for the Stampe to perform a display of aerobatics which vividly demonstrates the strength and endurance of the traditional wood and fabric school of aircraft construction.



The Stampe SV4B in full aerobatic flight.

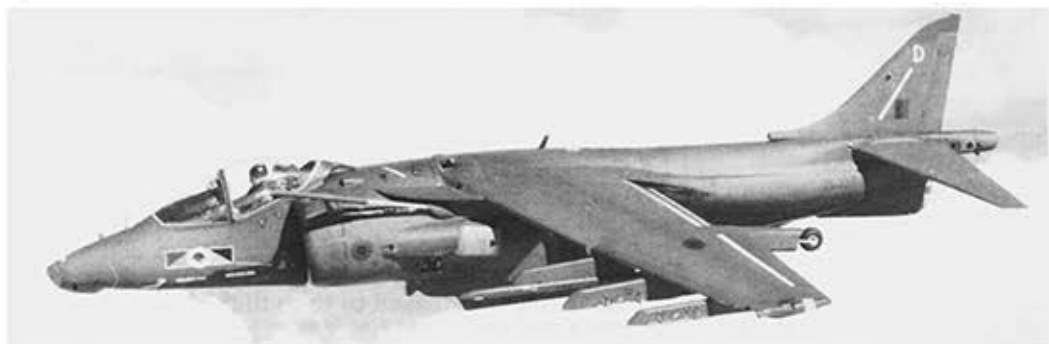
THE R A F AHEAD TO THE 21st CENTURY

The Ministry of Defence publish an interesting booklet "Aircraft and Missiles of the Royal Air Force" from which these illustrations and captions have been taken. The booklet gives a comprehensive resume in colour of the present day RAF, its aircraft and its missiles.

JAGUAR ▼



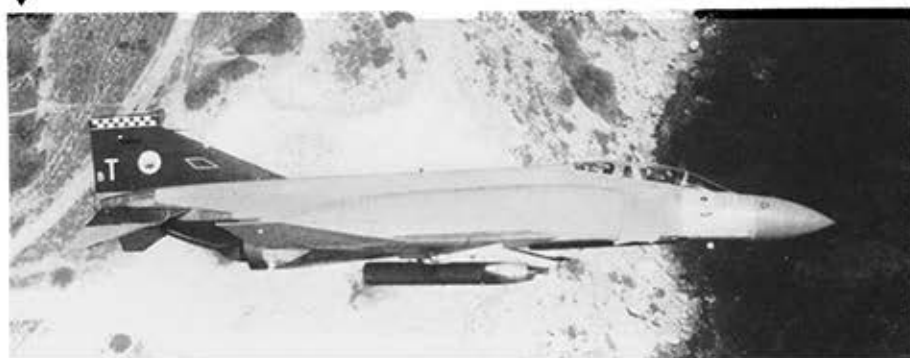
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SPECTACULAR FLYING FROM THE SLINGSBY T67 FIREFLY



The Slingsby Firefly in full flight

Slingsby Aviation has for over 50 years been involved in the aerospace industry. It is famous for its range of gliders and powered gliders, which Slingsby have supplied to the Royal Air Force, overseas air forces and civilian customers.

Top of their range is the T 67 Firefly, a training and aerobatic aircraft which Firefly Aerial Promotions Ltd will be demonstrating at Church Fenton.

It is very versatile side-by-side two seat fully aerobatic all GRP, fibreglass Military and Civil training Aircraft.

Powered by a 200 hp fuel injected Lycoming engine with fully inverted oil and fuel systems driving a 3 blade constant speed prop. It has a maximum speed of 160 mph and a rate of climb over 1100 feet a minute. The air frame has undergone long term fatigue tests to simulate 75000 hrs of flying based on the RAF spectrum of loading cycles for basic training aircraft. It has a 15000 hr life in the demanding flying training role at load factors of +6.3G a high strength weight ratio and no corrosion problems. In addition the Firefly has exceptional visibility and handles superbly,

THE PILOT

Pete Clark has held a Pilot's licence for 14 years and has been flying aerobatics for over 6 years. He is the Winner of the 1986 Standard Level British Aerobatic Points Championship, flying a T67M 160 Firefly from Slingsby Aviation at Kirby moorside and has 3 years competition aerobatic experience.

Pete who comes from Kirbymoorside in North Yorkshire has over 1500 flying hours behind him, plus 600+ hrs aerobatic flying time. He holds I.M.C. Night and Type Ratings, RBCPL and holds a CAA DA for Display Flying havin; flown many types of aircraft.

If this is not enough, Pete was for 18 years a racing car driver racing Sports, Saloons and Formula Cars and still when Display Flying permits, occasionally races Porsches to keep his hand in!

Flying the Slingsby Firefly from his home base at Slingsby Aviation airstrip he flies over 300 hrs a year and practices the display sequence each day during the display season in order to keep up the high standard required.

THE FIREFLY

Max Take off Weight	2250 lb
Max Aerobatic Weight	2150 lb
Max Speed	Vne 180 kt
Wing Span	34'9
Length	24'
Height	7'9
"G" limits	+6-3G

THE PILOT

RBCPL	No	126212
PPL	No	PP20164A
IMC Rating	No	126212
RT Rating	No	63069
Night Rating	No	126212
CAA DA	DA	135
AOPA Aerobatic	No	111
Class Aerobatic		
Class 1 Medical		
CAA Type Rating		
All types of T 67 Aircraft		
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The slingsby Firefly with Pete Clark at the controls it has a dramatic red and white livery





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STATIC DISPLAY

The static display in the Static Aircraft Park is always, for connoisseurs, an exciting part of the show. This year's event is even more exciting and will include:

2 Royal Danish Air Force F16's
Capitol Airlines Short 360
Bucker Jungman

RAF AIRCRAFT

Nimrod	Hunter	Jet Provost
Andover	Harrier	Tucano
Hercules	Tornado	Bulldog
Canberra	Hawk	Jetstream
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THANK YOU from SSAFA - The Soldiers', Sailors' and Airmen's Families Association

You may be wondering what it is that SSAFA does, who we help, how the Association works and exactly where the money raised today will be going...

WORLD WIDE ORGANISATION

SSAFA is a worldwide, independent and voluntary organisation whose civilian workforce supports the families and dependants of all Service and ex-Service men and women both at home and during postings abroad. Last year alone on 62,000 occasions SSAFA helped families and individuals, all with their own special needs and varied problems, who came to us for confidential, friendly help and advice.

Whether a war widow needs practical help in securing the statutory and Service benefits she is entitled to or a young mother whose husband is posted abroad needs friendship and moral support, SSAFA is at hand to help. We can help put those separated by their service in contact with loved ones during difficult times, obtain sometimes expensive equipment for the physically disabled and infirm or simply visit lonely people for a chat and a cup of tea.

TRAINED WORKERS

With 5,000 trained voluntary workers across Britain, all any eligible person needs to do is look in their local telephone directory or ask at the Citizens Advice Bureau for the nearest SSAFA office and write one letter or make one call.

For those overseas and in large UK garrisons, on behalf of the Ministry of Defence which bears the cost, SSAFA recruits and administers highly trained Health Visitors and Social Workers who support Service families away from home.

HOW WILL YOUR MONEY BE USED?

SSAFA's funds are used to recruit and train new volunteers, cover extensive running costs such as petrol, lighting and postage and to produce and supply up-to-date information on benefits and allowances. We also need to retain funds for emergency grants to help people out of an immediate crisis. As the demand for help from Britain's Service and ex-Service communities grows, so does SSAFA's need for funds.

THANK YOU FOR HELPING US TO HELP THEM

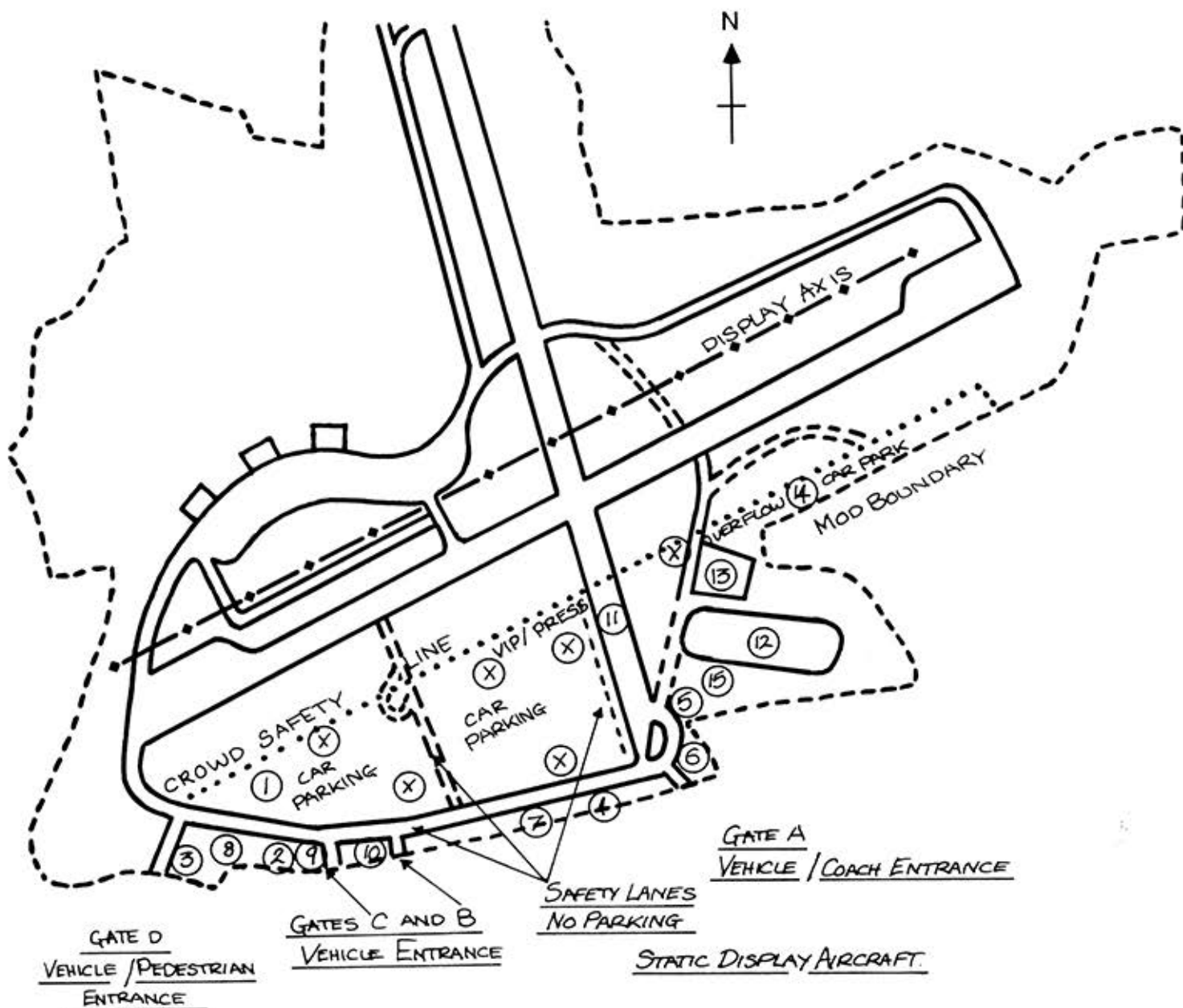
SSAFA 
'A FRIEND FOR LIFE'

The Soldiers', Sailors' and Airmen's Families Association, 19 Queen Elizabeth Street, London SE1 2LP

Sketch plan RAF Church Fenton Airfield

KEY

- | | |
|-----------------------------|---|
| (1) Programme Stall | (10) Police HQ |
| (2) Programme Control | (11) Yorkshire Evening Post |
| (3) Toilets | (12) Fun Fair |
| (4) Toilets | (13) Light Aircraft Park |
| (5) Toilets | (14) Pleasure Flights |
| (6) First Aid/Lost children | (15) Selby District Council Tourist Information |
| (7) Disabled Toilets | (x) Bar/Buffer |
| (8) First Aid | |
| (9) Ground Control HQ | |



NOTE

The overflow car park will only be available when all visiting light aircraft have been parked.

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.

- 1300-1400** Jet Provost Solo Aerobatics
Rolls Royce Spitfire
RAF Church Fenton Fly Past - 4 Jet Provosts - 6 Tucano
Bulldog Solo Aerobatics
YAK 50 Solo Aerobatics - Victor Norman
Puma Helicopter
Blackburn B2
RAF Tornado Display
- 1400-1500** Royal Navy Sea Fury T20
RAF Tucano Aerobatics
Slingsby Firefly Aerobatics - Pete Clarke
USAF Fly Past
RAF Harrier Display
Extra 230 - Brian Lecomber
RN Sea King Helicopter
- 1500-1600** 2 Pitts Specials - Nigel Lamb
Stampe Aerobatics
Piston Provost - Flt Lt Mike Crymble
USAF Fly Past
4 Para Black Lanyards Free Fall Team
Short 360/BAE 146 Capitol Airlines Fly Past
USAF Fly Past
- 1600-1730** RAF Jaguar Display
Republic P47 Thunderbolt
Curtis P40 Kittyhawk
Red Arrows
Army Air Corps - Helicopter Display
Extra 350 Aerobatics - Richard Goode
Battle of Britain Memorial Flight - Spitfire/Lancaster/Hurricane



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If you feel you would like to be more involved, and would like details of the work done locally, please tick box.

BY SUPPORTING PAYROLL GIVING

The new Government initiative whereby those on a payroll can give up to £480 pa to Charity **before** tax is deducted can greatly benefit SSAFA who, together with the Forces Help Society have joined to appeal for donations under payroll giving. Please remember to include SSAFA/FHS in the list of those charities you wish to help and please make sure SSAFA and Forces Help Society's work is known to your friends and relatives who are in employment.

Employers should be asked for Charity Choice forms so that your selected charities may be chosen.

BY REMEMBERING SSAFA IN YOUR WILL

Legacies are a vital source of income to SSAFA. Please include a legacy to the Association when making your will, or adding a codicil.

Only by the support of generous donors can SSAFA ensure that its increasing work for the families of all who serve have ever served can continue unhampered by lack of money.

Thank you for your support.

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THE FEW

The Battle of Britain

"The gratitude of every one in our Island, in our Empire and indeed throughout the world, except in the abodes of the guilty, go out to the British airmen, who, undaunted by odds, unwearied in their constant challenge and mortal danger, are turning the tide of world war by their prowess and by their devotion. Never in the field of human conflict was so much owed by so many to so few." Winston Churchill, Prime Minister.

The 3 September 1936 was a momentous day in the History of Britain, for Prime Minister Neville Chamberlain's ultimatum to Germany expired that day and Britain was at war. Immediately after his announcement the siren's wailed and a lone plane flew overhead ... A presage of what was to follow a few months later in 1940 when the Battle of Britain began.

On the outbreak of hostilities, the RAF had a strength of 55 bomber squadrons comprising of Bristol Blenheim IV's Vickers Wellington IS and IAs, Armstrong Whitworth, Whitley IIIs

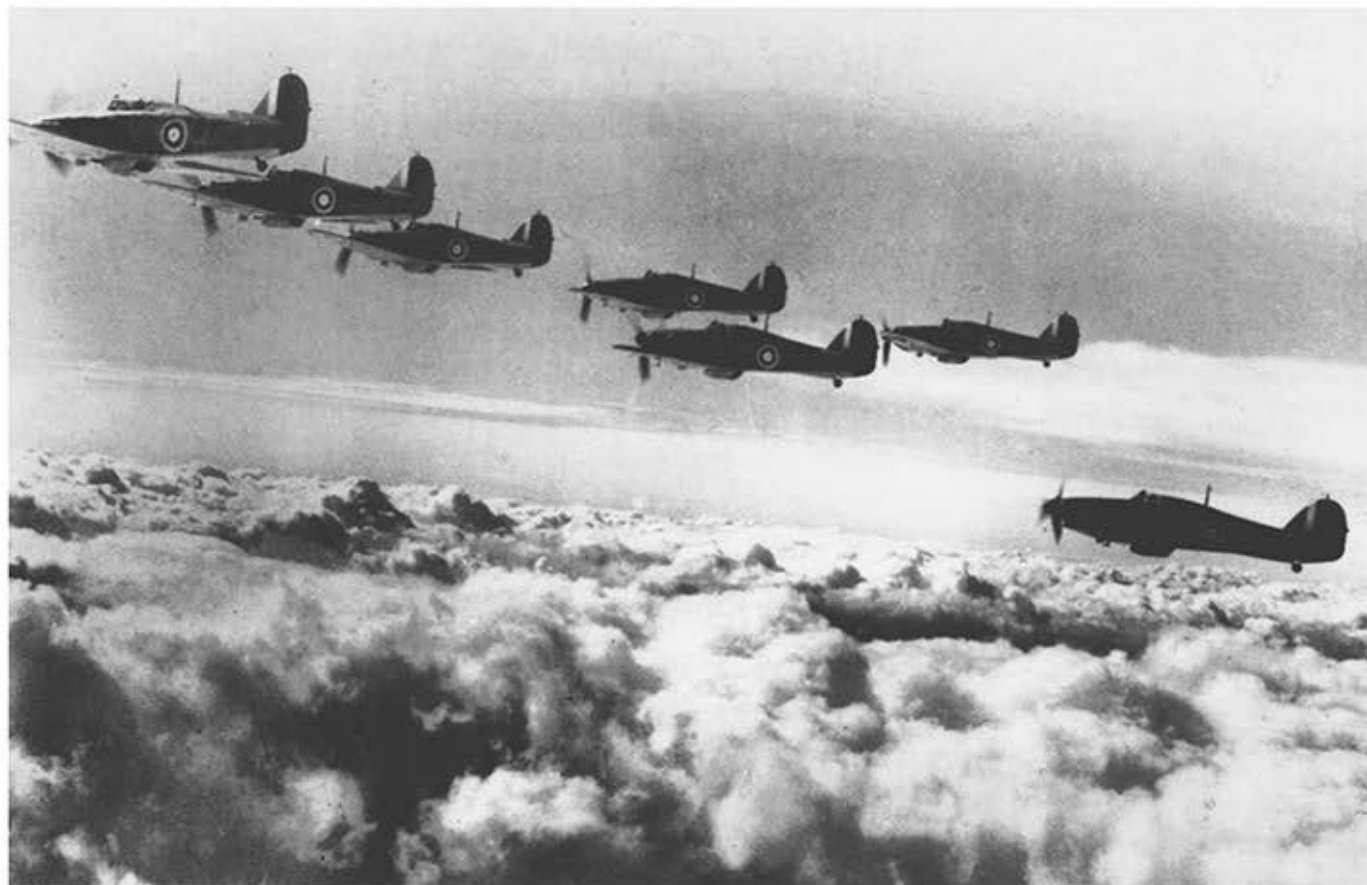
and IVs and Handley page Hampdens. There were 35 fighter squadrons equipped with Hawker Hurricanes, Supermarine Spitfires and Gloster Gladiators. In addition there were seven army squadrons with Westland Lysanders and 11 general reconnaissance squadrons and six flying boat squadrons with Short Sunderlands, Saro Londons and Supermarine Stanraers and two torpedo-bomber squadrons. Not much to pit against the might of the German Luftwaffe. This force was further depleted with various sorties and campaigns, so that the Germans must have thought it augered well for them when they launched their air offensive against Britain after some skirmishing on the 8 August 1940.

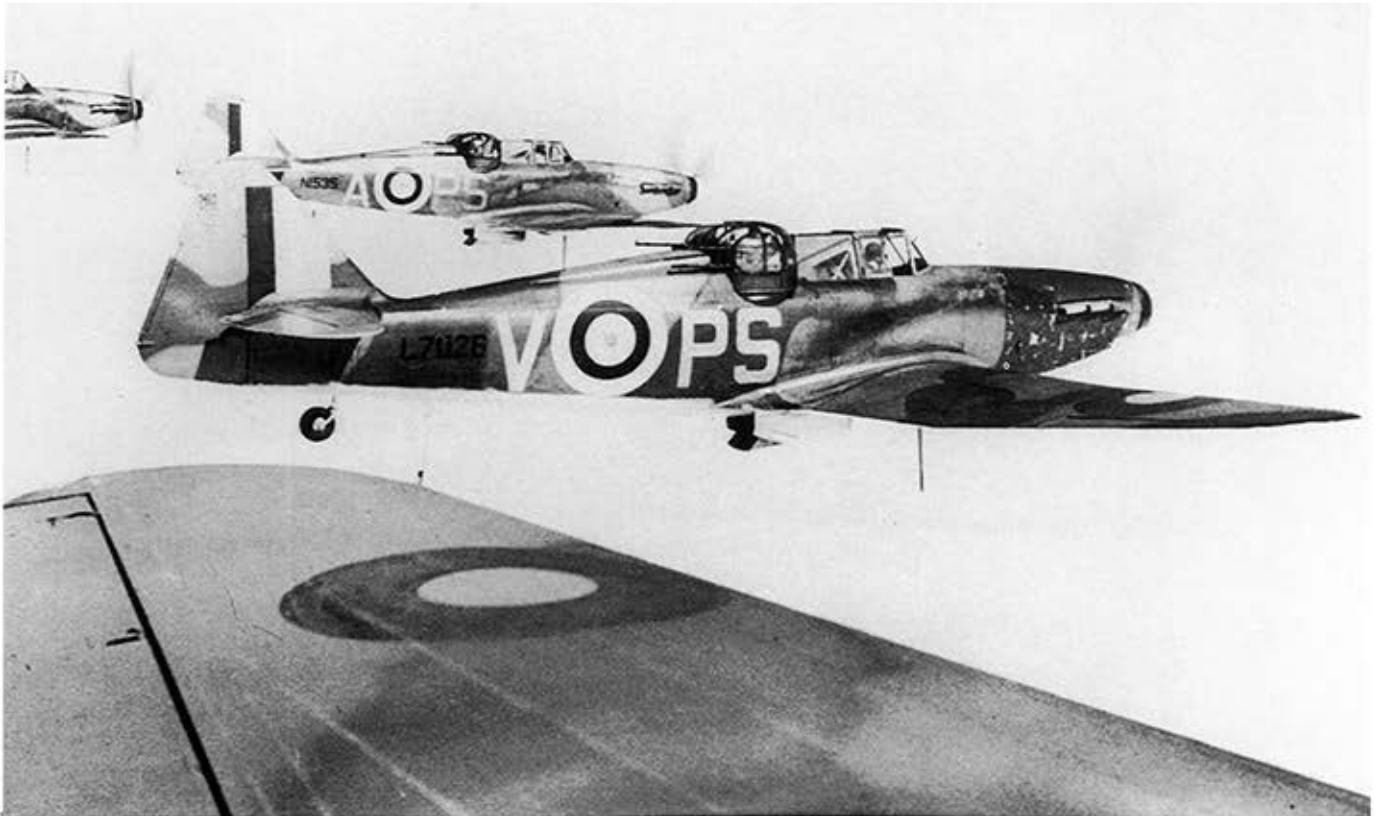
On that day Fighter Command had a total of around 654 aircraft to pit against the Germans' strength of 1971 which included 594 Messerschmitt BF 109E fighters.

The first attack appeared to be aimed at a

Hawker Hurricanes of 85 Squadron RAF, flying in formation

IWM





Boulton Paul Defiants of 264 Squadron

IWM

Channel convoy and was launched by 60 junks JU 87 dive bombers escorted by 60 fighters. They were intercepted by 30 Hurricanes and Spitfires of Nos 145, 257 and 609 Squadrons. The fighting continued all day and followed this pattern until the 11 August, when the pattern of the attacks changed, until by the 13 the targets became inland airfields and coastal radar stations. Phase one of Goering's all out operation for the invasion of Britain.

On the 15 August, a hundred and eighty German aircraft were destroyed making a known total, at that stage, of four hundred and seventy two aircraft. But still they came, with between five and six hundred aircraft being thrown by the Germans into the fray on the 16 and the same number on the 18 August. The German losses were heavy, one Heinkel 111, fell to a sergeant pilot flying an unarmed Anson Aircraft of Training Command, both crashed with no survivors.

One Squadron of thirteen Hurricanes in an evening attack on the Thames Estuary shot down without loss an equal number of German planes in fifty minutes.

By now the Germans had lost six hundred and ninety seven aircraft and we had lost one hundred and fifty-three. Goering called a temporary halt of five days, before returning to the fray.

To combat the enemy, half the available Squadrons dealt with the enemy fighters whilst the rest attacked the enemy bombers who whilst normally flying at between 11,000 - 15,000 feet, frequently descended to 7,000 or 8,000 ft in order to drop their bombs.

Squadron after Squadron of the Luftwaffe was flung at the British in an attempt to ground the RAF, concentrating on fighter aerodromes on the coast and inland. They failed to put our Fighter Squadrons out of action. By the 7 September, the offensive had moved to the bombing of London with formations of twenty or thirty bombers with an equal number of escorting fighters escorting them. Most flew at 15,000 feet in brilliant sunny skies coming at intervals of twenty minutes with the attacks lasting for about 1 hour.

The Spitfires tackled the high flying fighter screen. The Hurricanes who took off first, engaged the fighter escort whilst other squadrons went for the bombers. There were dog-fights all over Kent the air often vibrant with machine gun fire. Wrecked planes, blossoming parachutes were part of the sunny scene.

The attack on London proved to be Germany's last throw. It continued with little respite however, from the 7 September to the 5 October, with the Luftwaffe suffering terrible losses.



BUT FOR THE FEW.

This would have happened. Now, in three full colour supplements, The Daily Telegraph gives you the best written and illustrated history yet of why it didn't. The Battle of Britain. From the air. From the ground. From our side. From their side. From Saturday 16 June for 3 days.

The Daily Telegraph



IWM



First production Supermarine Spitfire 1 in Flight

IWM



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Air Chief Marshall Sir Hugh Dowding, Chief Fighter Command from July 1936 - November 1940.

Savage fighting took place over London itself and whilst London's Dockland blazed the German radio broadcast running commentaries on the action, in which wishful thinking and imagination played an important role. One hundred and three German aircraft were destroyed, but still the attacks went on.

The climax came on the 15 September, when five hundred German aircraft fought a running battle with Hurricanes and Spitfires from Hammersmith to Dungeness and from Bow to France. By this time the total German losses were eight hundred and eighty-three aircraft.

The Germans changed their tactics, by seeking to draw off the British fighters by using higher altitudes. In the meantime the bombers escorted by more fighters tried to get through some 6,000 to 10,000 feet below.

The Spitfires and Hurricanes fought back inflicting heavy casualties on the enemy.

The final stage commenced on the 6 October, mass fighter formations were sent over at great height in continuous waves. Our tactics were

altered to counteract this and so successful were they that one Group accounted for one hundred and sixty seven enemy aircraft in three and a half weeks! The long summer months put great strain on the immortal "few", the 3,000 who flew the Spitfires and Hurricanes day in and day out. Some 500 British pilots died and many more were wounded. New Squadrons came into being, including some manned by Free Czechs and Free Poles as well as Canadians.

The battle ended by the 31 October, not dramatically, it died gradually away.

Eighty four days of almost continuous attack failed to destroy the Fighter Squadrons of the Royal Air Force which emerged stronger than ever defeating the famed Luftwaffe, which Goebbels said on the eve of the battle "was prepared for the final conquest of the last enemy - England."

We owe a great debt to those immortals who fought their duel in the skies.

A WORLD WAR II SPITFIRE



The Rolls-Royce Spitfire MKXIV in her wartime paintwork and markings.

The Rolls-Royce Spitfire MkXIV, RM 689 did not serve in the "Battle of Britain", it was ordered by the Air Ministry from Vickers Supermarine in October 1943.

Built in March 1944 at the Supermarine Chattis Hill assembly and flight test site as a FMK XLV with a Rolls-Royce Griffon 65 and a "C" type wing. By July 3 that year it was taken on by the Air Ministry at 39 MU Colerne, it had its first operation sortie on the 28 February 1945 with 350 (Belgian) Squadron, RAF, and was flown by Flying Officer R G Francois on an armed recce over Hamm, Osnabruck, and Rhine. The Squadron fought through the Low Countries into Germany as part of 125, Wing, U83 Group, 2nd TAF. Initially the Spitfire served under Group Captain Scott-Malden, but at the end of March 1945, he was succeeded by the newly promoted Group Captain JE "Johnny" Johnson.

On the 5 April 1945 it went for repair and afterwards to 83 Support Group at Dunsfold and by July finally returned to 350 Squadron. In 1945 the Spitfire went to 443 (RCAF) Squadron of 144 Canadian Wing of 2nd TAF and was sold to the Ministry of Supply in February 1949.

Rolls-Royce acquired it in the same month and registered the Spitfire as G-ALGT, they flew it to Rolls-Royce Hucknall, from where it operated until June 1968 when it was leased to Spitfire Products Ltd and used in the film "Battle of Britain," later being returned to Hucknall.

In the Spring of 1971 it was moved to the East

Midlands Airport where it is still based during the flying season, major engineering work being carried out by the Rolls-Royce Experimental Flight Hangar in Bristol during the winter.

The plane's livery has undergone many changes, it was resprayed in contemporary 1940 camouflage ie. green and brown with duck egg undersides and white codes for the film and retained this until 1986 by which time it needed redoing. In 1987 it was stripped and an attempt made to ascertain the original paint scheme and squadron code born during its active service. The 350 Squadron still exists in the Belgian Air Force as a fighter Squadron equipped with F 16s. Three of the pilots who flew her on active service were alive so finally Rolls-Royce were able to repaint RM689 in the scheme in which it fought during the war.

For thirty nine years the engine a Griffon 65 No 1370 remained in the airframe until it had just over 800 hours on the clock. In 1988 it became necessary to make a change. It now has a Griffon 58, suitably modified to fit the Spitfire airframe and carry the Spitfire's five bladed Rotol propeller. No details of its total Service flying are known, although the dates and durations of its sorties with 350 Squadron are on record. The civil logs do state that the aircraft completed 160, (30 hours flying in RAF service) and that the engine 1370 was zero hooured on its installation. The addition of the time shown to those flown by RR give a total of flying hours for RM 689 to date of just under 1000.

THE BATTLE OF BRITAIN MEMORIAL FLIGHT

We have told the story of "The Few," those immortals who fought this decisive battle on pages 30, 31 & 33. The RAF are very proud of their Memorial Flight which is kept at Royal Air Force Coningsby where they are fully alive to the unique privilege and responsibility they share in maintaining and flying the aircraft of this priceless flight. It consists of a Lancaster, two Hurricanes and four Spitfires, which evoke moving and rewarding reactions when flown. None more so than this year which sees the 50th anniversary of this tremendous battle of the skies.

A small dedicated team of ground crew as well as the aircrews, willingly give up their time to fly these magnificent irreplaceable aircraft which they are fully aware is a heritage of great value not only to the RAF but to the nation.

The Flight's story is told in this programme, the battle took an amazingly short time but is one which is engraved on the memory not only of the survivors but also in the minds of civilians who were alive at the time and who, if they lived in Kent and Sussex, personally witnessed this astounding battle going on in the vivid blue skies of that beautiful yet deadly summer.

THE SPITFIRE

Was created in 1936 and so successful was the advanced aerodynamics and construction incorporated into its design by R.K. Mitchell, that it was to establish and maintain the air superiority so vital to the defence of the United Kingdom during this crucial period.



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THE HURRICANE

The most outstanding machine created in military aviation. They heralded a new era in RAF fighter design, being the first monoplane interceptor in RAF service and the first combat aircraft to exceed 300 mph in level flight and the first 8-gun fighter. Designed by Sydney Camm in 1934 the Hurricane is the descendant of the Fury and Hart and the forerunner of the Hunter and Harrier. The flight maintains two of the three flying Hurricanes remaining in existence.

The 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.

THE LANCASTER

The flight received its Lancaster, the only airworthy one in the world in 1973 having been restored to flying condition by 44 Squadron and personnel of RAF Waddington.

SSAFA are very proud to welcome to Church Fenton in this important anniversary year this very important historic flight and pay tribute to those magnificent young men who gave their lives in defence of their country at a time when Britain stood alone against the might of Hitler, who saw England as the last barrier to his conquest of Europe. Without them our Island story would be different today.



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For more information, call in at any RN & RM Careers Information Office (in the phone book under 'Naval Establishments'), or send in the coupon.

To: Capt. A.P. Masterton-Smith RN, Dept. CF
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Please send me further information on a career as
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THE SENIOR SERVICE HAS A LONG CONNECTION WITH THE AIR

The Royal Navy Historic Flight

Despite the fact that the Senior Service is largely concerned with sailing, it also has a long distinguished connection with the air. Naval aviation started at the very beginning of the century and since then the Royal Navy have operated more than two hundred different types of aircraft.

Its founders Henry VIII and Charles II, whose pride it was, would have been astonished and very proud of this development.

Properly organised naval aviation started in 1912, when the Royal Flying Corps was formed with a Naval and Military Wing. It was however, short lived and the Naval Wing was soon known as the Royal Naval Air Service, gaining official recognition in 1914.

The Service operated with distinction throughout the First World War and by the end of the conflict had nearly three thousand aeroplanes and over a hundred airships, which flew from ships and the 126 naval air stations at home and abroad.

In April 1918, the Royal Navy Air Service was amalgamated with the Royal Flying Corps to form the Royal Air Force and responsibility for Naval aviation passed to the new service. The well known title "Fleet Air Arm" was adopted in 1924 and is still used today. When the Second World War broke out in 1939 the Fleet Air Arm could only muster 340 aircraft, the majority of which were biplanes. By the end of 1945 the number had risen to 3,700 operating from 59 aircraft carriers and 56 naval air stations all over the world.

After the war numbers were reduced but the service still remained viable and played a major role in the Korean War, the Suez Crisis, Malaya and the Falklands Campaign. The Royal Navy Historic Flight has samples of just four of the many types of aircraft operated by the RN over three quarters of a century - today naval aviation has changed with the use of the helicopter and the vertical take-off Sea Harrier.

At Church Fenton, you will be seeing two of their famous craft which will be flown by Lieutenant Don Sigournay RN.

THE PILOT

Don Sigournay, who is married with three young children and lives near Taunton, joined



Lieutenant Don Sigournay, RN.

the Royal Navy in 1979. Having flown Chipmunk, Bulldog, Jet Provost, Hawk and Hunter aircraft, he qualified as a Sea Harrier pilot in 1983 and served with 800 NAS flying from HMS Illustrious.

Don completed his QFI course in 1985 and taught on the Hawk at RAF Valley and then the Harrier T4/GR3 at RAF Wittering. In 1988 he returned to RNAS Yeovilton and 899 NAS to train future Sea Harrier pilots. In 1989 he moved to Naval Flying Standards Flight as Senior Pilot. At the Air Display Don will be flying:

HAWKER SEA FURY

The SEA FURY was the Fleet Air Arm's last piston-engined fighter in first line service, where it served from 1947 to 1954 and until 1957 with No 1834 Squadron of the RNVR.



The Sea Fury

It was the first British naval aircraft in regular service with power folding wings.

The prototype SEA FURY which first flew on 21 February 1945 was a navalised version of the FURY 1 which was designed as a replacement for the TEMPEST used by the RAF.

Powered by a Bristol Centaurus 18 developing 2480 HP from its 18 cylinders, the SEA FURY is capable of 425 knots. Armed with a 4 x 20mm Hispano Cannon with bombs or rockets carried underwing. A total of 725 were built, consisting of 50 SEA FURY F 10's, 615 SEA FURY FB 11's and 60 SEA FURY T 20's.

SEA FURY T20 WG 65

WG 655 was the last but one SEA FURY T20 built. Delivered to the Royal Navy on 8 October 1951 at RNAS Anthorn in Cumbria she was placed in storage until March 1954. On the 8 March that year she was transferred to RNAS Eglinton in Northern Ireland in whose colours she is now displayed. In December 1955 she returned to RNAS Anthorn and was eventually purchased back by Hawkers who in turn 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-Beratungsdiens" as a pilot trainer being the only dual trainer of the 16 SEA FURIES purchased. On 27 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, WG 655 flew "home" to RNAS Yeovilton on 24 June 1976.

Important - Please Note

Keep dogs on leads at all times.
NO BARBECUES ARE ALLOWED.



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MIKE CRYMBLE FLIES THE PISTON PROVOST

The Last of her kind



The Piston Provost is a two seat all metal pilot trainer designed and built by the Percival aircraft Company at Luton in 1951.

The aircraft is the last of her type to serve with the RAF, she was built in 1954 and was retired from active service in 1969.

Flight Lieutenant Mike Crymble, the pilot who will be flying her at Church Fenton is her owner. He discovered the Piston Provost languishing at RAF Halton and decided to lead a team of enthusiasts from RAF Lyneham in an attempt to return her to her former glory.

After three years of extensive work with assistance from the Civil Aviation Industry, she was ready to fly again in 1982. The Defence Budget was in decline at that stage, so rather than see her scrapped after so much effort, Mike bought the aeroplane and keeps it at Lyneham, flying her at Air Shows in his spare time.

Mike is serving with 32 Squadron at RAF Northholt, flying the HS 125-700 business jet. As a VIP pilot he often flies well known members of the Government to meetings in Europe. Mike was originally an instructor/examiner on the RAF's C 130 Hercules heavy transport aircraft. It was here he developed the taste for travel and in 13 years has visited the far corners of the globe. He has also been involved in troubles in Belize, Zimbabwe, Ethiopia and of course the Falklands.

Mike who loves the Provost describes its handling qualities as "delightful." A powerful yet forgiving beast. By the way they are both the same age, Mike says they were both "built" in 1954.

Details:

Type:	Fully aerobatic military pilot trainer.
Construction:	All metal low wing fixed gear monoplane stressed to +6-4G.
Span:	45 ft
Weight:	4400 lbs (2 1/2 metric tons)
Engine:	Alvis Leonides 9 cylinder radial, supercharged fuel injected to produce 550 hp capable of inverted flight.
Prop:	3 blade metal constant speed by Dowty Rotel
Vne:	250 kts
Ceiling:	27500 ft
Range:	Full Fuel (55 imp galls) 250 nmls



THE BATTLE OF BRITAIN

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FROM RUSSIA WITH LOVE

THE YAK

The YAK-50 looks like a Second World War fighter, but gives the most devastating performance and is possessed of an aerobatic manoeuvrability which is disproportionate to its size and weight.

Richard Goode, who will be flying the aircraft at Church Fenton, first saw the YAK-50 at the World Aerobatic Championships in 1978 in Czechoslovakia. Back home he wrote to Aviaexport, the state aircraft sales organisation somewhat tongue-in-cheek, to see if they would like to sell him one. To his surprise they rang up - the result was a protracted saga which even involved MI5!

In the meantime Richard continued to watch the YAK-50 performing at World and Europe Championships. He saw Smolin win the 1982 World Championships in Austria and at this moment in time became one of a handful of Western pilots invited to fly the aircraft. He competed with Smolin at the Philips aerobatic Challenge in Australia getting to know the YAK better. Still the ownership of the aircraft remained remote, until at the end of 1987, he received a call from West Germany from Wolfgang Jaegle who has been able to buy some YAK-50's from the East German Aerobatic Team and offered one to Richard.

YAKs are big aircraft, built to military standards with pneumatic self-starting, retractable undercarriages, full instrumentation etc. The Ivchenko engines were up-rated from 260 to 300 horsepower. They were thought by Western pilots to be far from easy to fly. The plane has a big round engine dowl and a very large paddle-bladed propeller of all metal construction with a monocoque fuselage and canopy. The engine is a nine cylinder Ivchenko, modified by Vedeneev to produce a nominal 360 horsepower. The engine is geared as well as being supercharged, it has a fully inverted oil system and the most complex carburettor in the world, also fully inverted, with automatic enriching and self compensating for altitude. All systems are pneumatic, including the retractive undercarriage, the air-starting and the brakes.

Vic Norman and Richard Goode, consider themselves very lucky to own the YAK-50, for it looks and feels like a warbird and yet has the aerobatic capability which makes it a pleasure to fly.



The Russian YAK-50 the legendary Russian aerobatic craft.



Details of the aircraft

Yakovlev YAK-50

Span	9.5 metres
Length	7.67 metres
Wing area	15 sq m
Empty weight	765 kg
Take-off weight	900 kg
Wing Loading	6 kg/sq m
Power Loading	2.5 kg/hp

Performance

Never-exceed speed	420 kph
Max speed	320 kph
Econ speed	200 kph
Service ceiling	5.500 m
Max range	495 km
Rate of climb	16 m/sec
Take-off run	200 metres
Landing run	250 metres
Engine:	268 Vedeneev (Ivchenko) M-14P
Radial Driving a	V-530 TA-D35
two blade VP prop.	

AMERICAN FIGHTER COLLECTION COMES TO CHURCH FENTON

Two outstanding planes from The Fighter Collection will be thrilling the crowds at Church Fenton this year.

The THUNDERBOLT

The biggest, heaviest single piston-engined fighter in history and the most numerous American fighter plane ever produced. Known affectionately as the 'Jug' it was not only a successful high altitude escort but a formidable ground attack aircraft. The Republic P47M Thunderbolt, N47DD, is painted in the colours of 78th Fighter Group, with the personal markings of the 1944 Duxford Squadron Commander, Lt Ben Mayo: "No Guts - No Glory!"

Its massive bulk both belies its agility and makes it an ideal airshow machine. One of only five in the world regularly flying and the sole European-based flying example it will be shown off to full advantage by the pilots of The Fighter Collection.

Details

Total produced:	15,660
Wingspan: 4"	40' 9"
Length	36' 4"
Wing area	300'
Weight Empty:	10,423 lb
Maximum loaded	15,500 lb
Engine: Pratt & Whitney R 2000 Double Wasp	
18 cylinder radial rating of 2,800 hp.	
Maximum speed	470 mph
Service ceiling	42,000
Range	500 miles

KITTYHAWK

This is the sole European-based representative of this attractive low level fighter. Curtis P 40N Kittyhawk sports the colours of 112 "Shark Mouth" Squadron, RAF Western Desert



The Fighter Collection - P40 Kittyhawk, formates on P47 Thunderbolt (foreground)

1948, one of the most distinguished operators of the type.

The Kittyhawk was outstanding in rugged conditions and a remarkably robust machine, capable of accepting heavy battle damage yet still remaining flyable. Now exceedingly rare, it was flown by eight air forces, who operated in every theatre of conflict throughout the war. The Kittyhawk served with particular distinction in the Western Desert, in China with the American Volunteer Group, better known as Chennault's "Flying Tigers". With a maximum speed of 400 mph, the Kittyhawk is an exceptional display aircraft, particularly, as you will witness, in the hands of The Fighter Collection's combat pilots.

Details

Total produced liquid-cooled (excluding prototypes)	13,738
Wingspan	37' 4"
Length	33' 4"
Wing area	236'
Weight Empty	6,200 lb
Maximum loaded	11,400 lb
Engine Allison	1,300 hp V 1710-81
Maximum speed	400 mph
Service Ceiling	33,000 ft
Range	700 miles

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Thamesdown Helicopters Bell 206 Jet ranger Helicopter, which will be offering flights to the public.

For a different flying experience try a Helicopter Trip. One is being offered by THAMESDOWN HELICOPTERS it is an experience which will provide some unforgettable moments.

Thamesdown's Chief Pilot, Captain Derek Hammond is looking forward to showing off his craft which is a Bell 206 Jet ranger Helicopter.

Derek Hammond learnt to fly in the British Army in the late 60's and has accumulated many thousands of hours flying both helicopters and aeroplanes.

FIVE A TIME

The Thamesdown Helicopters will carry five passengers and are jet engined and built by Bell Textron of America.

This helicopter is widely used in the UK and around the world for a variety of purposes, from charter flying, filming, photography, load lifting and even crop spraying. The Bell 206 is capable of attaining heights of up to 22,500 feet and speeds of 150 miles per hour. It uses approximately 25 gallons of jet fuel per hour.

A TRIP IN THE "SKYLARK"

One of the successes of last year's Church Fenton programme was the opportunity for families to have a trip together in an historic craft. This was AIR ATLANTIQUE's Douglas DC3/C 47 B. AIR ATLANTIQUE are offering the same opportunity, but this year the plane is a G-AMRA - A DAKOTA.

The craft was built as a "skytrain" for the United States Army Air Force, being delivered on 25 November 1944, with the registration 43-49474. By March 1954, the Dakota was being ferried to Australia where it served with 238 Squadron. The plane found its way to England in April 1945 with 525 Squadron, transferring to 236 Squadron at RAF Abingdon. In 1949 it joined many other Dakota transports in the famous Berlin Airlift (The craft interestingly was joined by two other Dakotas, now used by AIR ATLANTIQUE - G-AMSV and G-AMPY, in this operation).

After airlift service, the plane was grounded and placed in storage at RAF Kirkbridge in Cumbria, finally leaving military service to fly commercially, first with Starways LMT then Airwork, who hired it to UK Ministry for use on troop flights, when it was re-registered as XE 280. By 1953 the role had changed again, for by then the Dakota was flying in Aden for an oil company.

British United Airways next purchased the Dakota in 1960, where it remained through various changes of company - from BUA to British Island Airways - until March 1974 it transferred to Macedonia Aviation. A few months later the G-AMRA changed hands once more being sold to Humber Airways! Two years later found the Dakota flying with Intra Airways, Jersey. Its chequered career ended with Eastern Airways who sold it to AIR ATLANTIQUE.

AIR ATLANTIQUE acquired the plane in 1981, where it has provided sterling service, both as a freight aircraft and also on occasional flying sorties as a pleasure craft. This will be its role today. The plane will undoubtedly provide some thrilling moments for those who board her for a family flight.

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Air Yorkshire. Air Yorkshire is an aviation society which caters for all ages and all interests of an aviation nature. It meets on the first Sunday of each month at the Yorkshire Aero Club at LBA. A monthly magazine is issued to all members. Details from Mr. H.J. Thompson (Leeds 843189).

South Yorkshire Aircraft Museum. Situated on part of the pre-war airfield at Firbeck near Rotherham. Exhibits include Hunter, Vampire, Pan de-Ceil, large collection of aircraft engines etc. Largest display of Wellington parts in the North. Museum entry free, donations welcome. Open Sundays or ring 0709 812168. Home Farm, Firbeck.

RAA. The Wakefield Branch of the Royal Artillery Association has been in existence since 1972. As a service charity mainly for ex-gunners, donations are made to the Charitable Fund of the Association plus taking care of those local welfare cases in need. Apart from attending shows such as this the branch also runs concerts for local Hospitals especially the Head Injuries Unit in the well known Pinderfields Hospital in Wakefield.

BEWARE Keep Away from Runways

DON'T GET TOO NEAR

Aircraft will be landing and taking off from approximately 10.30 am to 7.30 pm.

AT NO TIME, before, during or after flying display should members of the public attempt to approach the runway.

The public are asked to keep within the roped off area and particularly to ensure that children are not allowed to wander.

DOGS MUST BE KEPT ON LEADS AT ALL TIMES.

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
The Royal Danish 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 them

The GOC, Headquarters North East District
The AOC-in-C, Headquarters Support Command, RAF
Group Captain J.W. Walters, RAF, Officer Commanding
Royal Air Force Church Fenton and all Ranks
Airwork Ltd
4th Battalion The Parachute Regiment
RAF Newton for Provost and Security Services
RAF Henlow for PA System
The Yorkshire Evening Post
Allen Rowley Esq.
Yorkshire Water Authority

The Chief Constable and all members of the North Yorkshire Police
Superintendent K. Cullen, 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
Harrogate and Nidderdale District Scouts
2434 Squadron Air Training Corps
The Automobile Association
The Royal Automobile Club

HM Youth Custody Centre, Hatfield and HM Young Offenders Institution, Wetherby
HM Prison, Rudgate

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 D.A.R. Hinchcliffe, RAF

Air Traffic Controller

Squadron Leader K.P. Sherdley, WRAF, Senior Air Traffic Control Officer, RAF Church Fenton, assisted by her control staff

General Commentator

Squadron Leader Keith Jackson, Pilotwise International Plc



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