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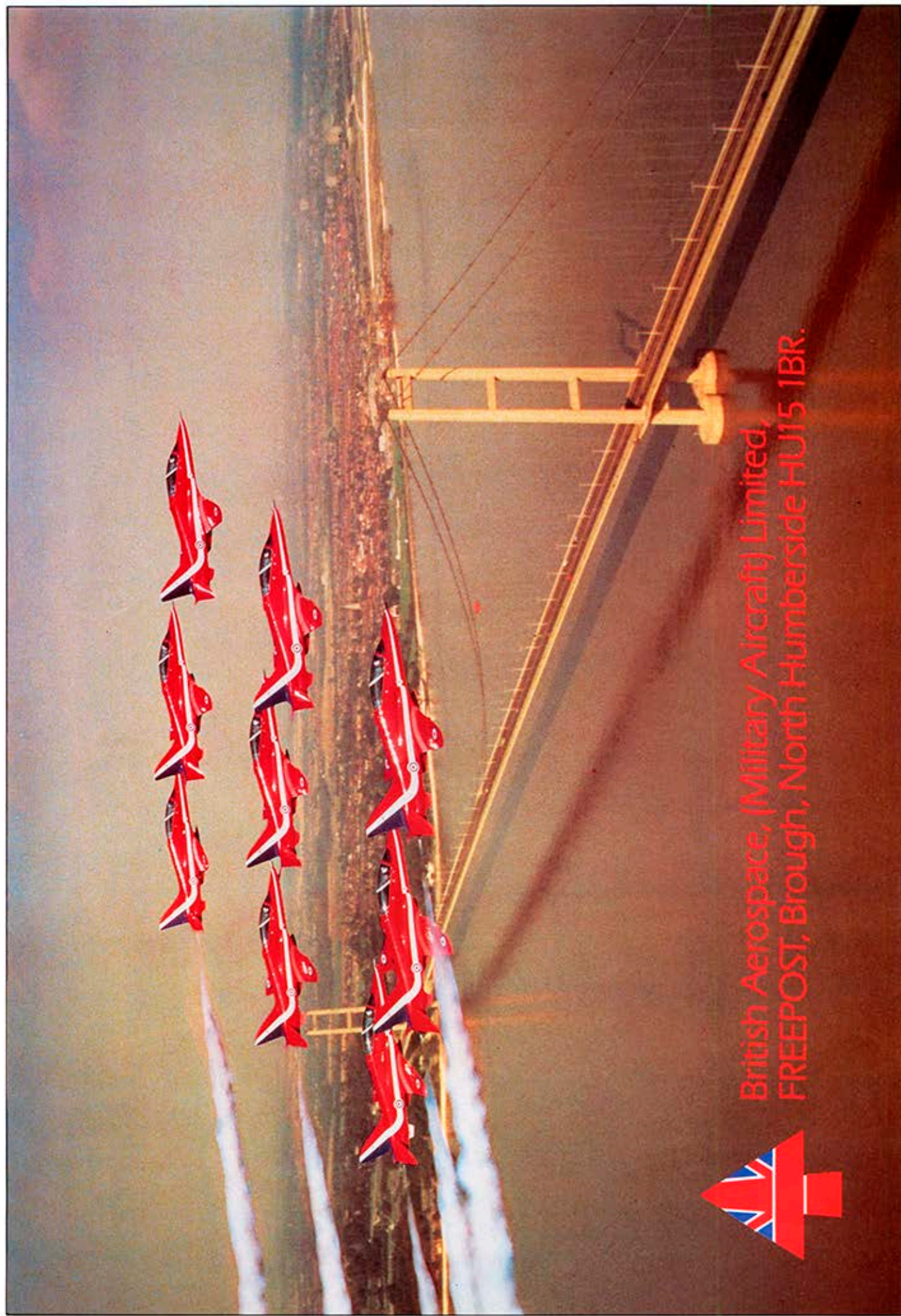
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# SSAFA

## - THE FAMILY FRIEND

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**THE SOLDIERS' SAILORS' AND  
AIRMEN'S FAMILIES ASSOCIATION**

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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**







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### CHURCH FENTON

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*The Yorkshire Evening Post*  
June 14th, 1935

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AIR DISPLAY**

OFFICIAL PROGRAMME

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*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 42nd Show

At last year's SSAFA International Air Display it would have been inconceivable to have considered that by the 9th June 1991 a major war would have been fought and won. It would never have occurred to us that, by this time, there would be families and friends of Service men and women whose lives had been totally disrupted by a war in an oil-rich Middle Eastern State. We now accept these facts and we are justifiably proud of the part played by British men and women serving with the Coalition Forces. We are delighted that casualties have been fewer than were predicted. For most of us the casualty figures are an enormous consolation but, for some, they are a paradox. For those who have lost, or had loved ones injured in the Gulf war, the small casualty lists often serve to isolate them from other people. For some too, the war is far from over: there are sea and land minefields to be lifted before normal life, for the inhabitants of Kuwait, can be resumed and, for some, policing and clearing up the detritus of war will go on for a long time, with all the dangers inherent in that. There will be separation, stress, danger and worry for many Service families and it is, therefore, to these that, this year, I wish to dedicate this 42nd SSAFA International Air Display.

Our programme cover pictures a sand-coloured RAF Tornado bomber. Many of us will remember this War for the courage, professionalism and pure hard work of RAF's Air and Ground crews. Let us not forget though the support of Royal Navy ships which helped the RAF to open the door to the land battle for our ground forces. The Gulf War was a truly combined operation of land, sea and air forces of many UN countries and it seems proper that SSAFA, a charity that crosses all Service barriers, is here today hosting this Air Display and raising money to help the families of Service men and women, past and present.

Thank you for coming to RAF Church Fenton on this Sunday the 9th of June. I hope you enjoy what has been arranged but, above all, be assured that your support of SSAFA is the best way possible to help the families and dependants of those who have done so much to enable us to go on living the lives we do.

*Peter Owens*



## "Team Toyota - Formation Aerobatics at their very best"

Precision aerobatics and aerial magic are just two terms which have been used to describe Team Toyota's exciting formation display. Full use is made of the wide scope of flying available to formation aerobatic display pilots and the pace never let up as team pilots, Nigel Lamb in the LEXUS 300 Extra with Steve Privett and Jos Johnson in Pitts Specials, demonstrate the outstanding agility of their aircraft. Line abreast, line astern, opposition and synchronised flying are all well represented in their exuberant display of approximately thirty-two manoeuvres.

A significant proportion of the team's pre-season training is dedicated to trying out new manoeuvres or new combinations of manoeuvres. This maintains the show's vitality and is responsible for new features of their display such as the Toyota Twizzle. This is where Nigel, in the Lexus flies graceful barrel rolls around the two Pitts Specials while they are being flown down the display line in perfect mirror formation - one upside-down, just a few feet above the other.

Just as the pilots are very carefully selected, so too are the aircraft - reliability and performance are the top priorities. The rugged Toyota Pitts Special biplane's reliability is well proven - they are designed specially for aerobatics and are just as happy flying upside-down as the right way up! 1991 is Team Toyota's third season and team leader, Nigel, has been re-equipped with the latest "formula One of the air" - the Lexus Extra 300. This is truly a new generation display and competition machine with its carbon fibre wing and 300 H.P. engine. Its general performance is excellent - its roll rate and vertical penetration is breathtaking.



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## Messerschmitt 109 G/J

The most produced fighter aircraft ever with over 33,000 built, it is accredited with scoring the highest number of kills of any fighter.

The 109, a direct contemporary of the Spitfire, is now an exceedingly rare aircraft with only four currently flying worldwide.

This example, being flown today by Mark Hanna, was built for the Spanish Airforce in Germany in 1943 and exported without an engine!

Subsequently it was re-engined in Spain, initially with a Hispano Suiza U12, then latterly a Merlin. The correct designation for the aircraft is 109J.

Not as manoeuvrable as a Spitfire, but slightly faster, it is still a good close in dogfighter. It is renowned for its difficulty to take off and land - once in the air however, it is a good little fighter.

The aircraft is painted in the markings of JG26 operating on the Channel Coast and then later over Malta in 1941.

It has also appeared in several films including:- Star over Africa, Battle of Britain, Piece of Cake, Memphis Belle, A Perfect Hero.

Max. Speed	380 Knots
Max. ROC	3500 FPM
Max. Ceiling	38,000 Feet
In Service	1938-1966

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# THE MIGHTY VULCAN - a history of XH 558

(VULCAN ASSOCIATION)  
1989

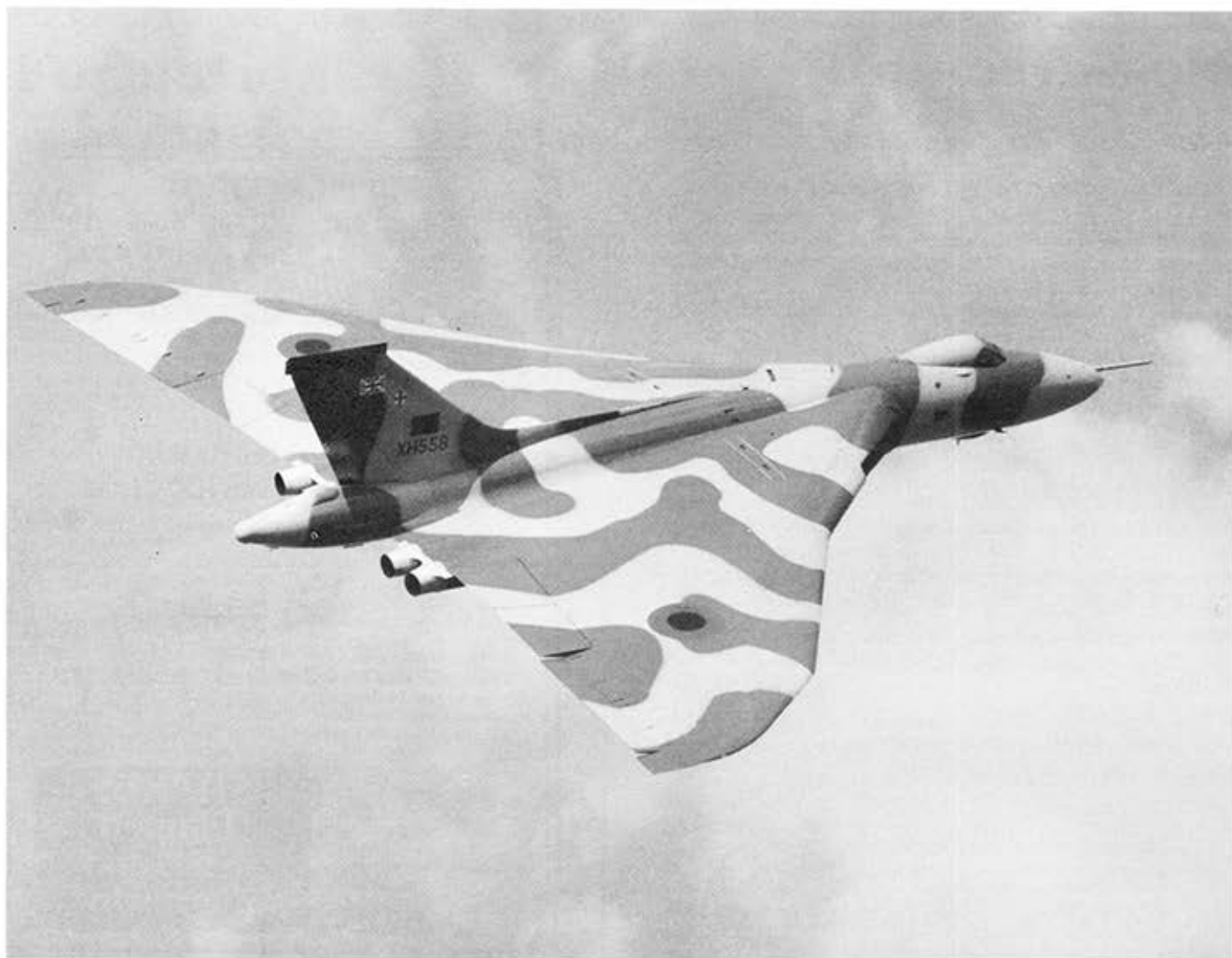
Ministry of Defence contract number 6/Acft/11301/Cb.6(a) called for 17 of the B Mk 2 version of the Vulcan design, the contract being placed on 30 September 1954. Six years later, in 1960, XH558 first saw the light of day, when she was built by the A V Roe Aircraft Company, now BAe, at Woodford, near Stockport. Her maiden flight came on 21 May 1960. XH558 flew into history when, on 1 July 1960, she joined the B flight of 230 OCU at RAF Waddington, thus becoming the very first Vulcan B2 to enter service with the RAF. Whilst with 230 OCU at Waddington, she carried the unit's insignia of blue and yellow wavy lines in a circle on her tail fin. She sent her first trained crews to 83 Sqn at Scampton.

On 16 June 1961 No 230 OCU transferred to RAF Finningley along with 558, where her insignia changed to the White Yorkshire rose. She remained there until 23 February 1968, when she returned to Waddington under the centralised servicing scheme as part of the Waddington wing. No 230 OCU is, at present, a non-operational unit.

When the idea of centralised servicing began to be discontinued, 558 was handed over to 101 Squadron, still at Waddington, on 31 October 1972, carrying the insignia of the figures 101 on a crest of a lion in a turret. No 101 Squadron is now based at RAF Brize Norton flying BAC VC-10 2 & 3 in the flight refuelling role. She also flew with 44 & 50 Squadron at Waddington.

The 17 August 1973 saw her off to Betteswell for MRR conversion, and she returned to RAF Scampton with 27 Squadron on 17 September 1974, known as a Vulcan SR2 and carrying the Squadron Insignia of an elephant (Walt Disney's Dumbo!). No 27 Squadron now flies Tornado GR1s out of RAF Marham, Norfolk.

Returning to Waddington on 30 March 1982, with 44 Sqn wearing the numerals 44 as her insignia (44 Squadron is at present non-operational), she soon found her way to British Aerospace at Woodford for conversion to B2(K) refuelling tanker. This was as a result of the commitment of the Victor tanker fleet





to operations in the South Atlantic. XH558 was one of the 6 converted to the tanker role. On 12 October that year she returned to RAF Waddington to join 50 Squadron, wearing the Squadron's 2 running dingoes insignia. No 50 Squadron is at presently non-operational. Her past role as a B2(K) can be easily spotted at any air display...after her withdrawal from operational service, the ECM (electronic counter-measures) unit in the tail cone was removed.

Identification buffs will notice that the cooling duct on the starboard side has been removed. Removal of the ECM unit leads to a loss of weight in the rear section, and to counteract the effects of that, and to restore the balance of the aircraft, the rearmost fuel tank from the tanker role was left in place in the bomb bay. Whenever 558 flies over with bomb doors open, the tank can be seen as the large round container and the rear of the bomb bay. On 25 October 1982, XH558 went to the A&AEE (Aircraft & Armament Experimental Establishment) at Boscombe Down for tanker trials, before taking up service role as B2(K).

Less than 2 years later, on 17 September 1984, she went to RAF Marham for disposal, but on 14 November 1984 she was saved from the scrapheap when she was selected to be handed over to the Vulcan Display Team, and so it was that she returned home to Waddington for SEM (Service Embodied Modification by RAF engineers) conversion, which took place during the winter of 1984/85. XH558 is now almost exactly as she would have been in her operational role as a bomber in the V force.

Her first flight after conversion took place in April 1985, and later that year, in September, she flew to RAF Kinloss to emerge resplendent in her present high gloss camouflage scheme which she wears so well, and proudly carrying the Lincoln coat of arms insignia on her tail fin, denoting freedom of the City of Lincoln, with the Union Jack, along with the Panther's head emblem of Number One Group, RAF Strike Command (both sides of the fuselage ahead of the engine intakes). These were the markings used on Vulcans taking part in the Strategic Air Command Bombing and Navigation competition and are therefore representative of all squadrons during the 1970s. She returned to Waddington on 30 November 1985, to join the Display Team, and she replaced the B2 XL426 as Display aircraft in May 1986, making her first appearance at the TVS Air Show at Hurn, when she entertained everybody by being one of the few aircraft able to appear because of the bad weather on the first day, making several approaches, touch and go, and power climbs before landing for the night. She could be heard long after the clouds had enveloped her!

It is interesting to note that when 558 went to RAF Goose Bay, Canada, she carried the name 'Starship Enterprise' on the crew door!

XH558's role as a display aircraft has given her yet another claim to fame - she is the last Vulcan to fly with the RAF, and in doing so, she has established another historically unique point - she has amassed the highest total of flying hours on any Vulcan on the V force. The average airframe hours of the B2 force on retirement was in the range of 5000 to 6000 hours, although XL321, which ended her life on the Catterick Fire & Rescue Dump reached 6952.35 hours. XH558 has now over 7000 hours to her credit, and this figure is, of course, increasing with each flight. She is now into her 4th year as the last flying Vulcan.

## **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.**

### **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.

### **Important - Please Note**

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## GNAT G-MOUR

Folland Gnat S/N FL596 was built by Hawker Siddeley Aircraft Ltd at Hamble near Southampton and it first flew on 19th September 1964. On entering RAF service it was given the service registration XS102 and put into service as an advanced trainer at No. 4 Flying Training School at RAF Valley on the Isle of Anglesey, North Wales.

Here it did sterling service training future pilots for the Fast Jet role prior to them moving onto their respective Operational conversion units.

It last flew on 8th November 1978 and in March 1979 the aircraft was transferred to ground duties as a technical training airframe and taken to RAF Halton where it was given 8624M as its new identification.

It was later moved to RAF Cosford in June 1987, again for ground training duties which entailed regular ground running and taxiing. On 9th March 1990 the aircraft was put up for auction at Sotheby's and purchased by "Bob" Thompson on behalf of David Gilmour of the rock group "Pink Floyd."

The Gnat has some complex systems that require detailed and specialized knowledge so Peter Walker, an experienced Gnat man with 4 Gnat rebuilds under his belt, was approached to put together a team of engineers to undertake a full strip down inspection and rebuild. The airframe has 3350 hours with plenty of fatigue life left and the engine has 352 hours to go before an overhaul.

"Bob" Thompson, a very experienced display pilot, who has undertaken over 2000 displays worldwide in aircraft ranging from Pitts Specials, in the Rothmans Team to Venoms and Vampires with the Vintage Aircraft Team, will be displaying the aircraft in the U.K. and Europe during 1991.

The pilot scheme of the Gnat is that of the "Yellow Jacks", forerunners of the now legendary "Red Arrows" aerobatic team.

## STATIC DISPLAY

PUMA	-	RAF ODIHAM
BUCCANEER	-	RAF LOSSIEMOUTH
CF-18	)	CANADIAN ARMED
T-33	)	FORCES
CH-136	)	
HAWKE	-	RAF VALLEY
JAGUAR	-	RAF COTISHALL
TUCANO	)	RAF CHURCH FENTON
JET PROVOST	)	
JETSTREAM	)	RAF FINNINGLEY
DOMINIE	)	
BULLDOG	-	RAF LINTON-ON-OUSE
TORNADO GR1	-	RAF HONINGTON
BLACKBURN B2	-	BRITISH AEROSPACE BROUGH

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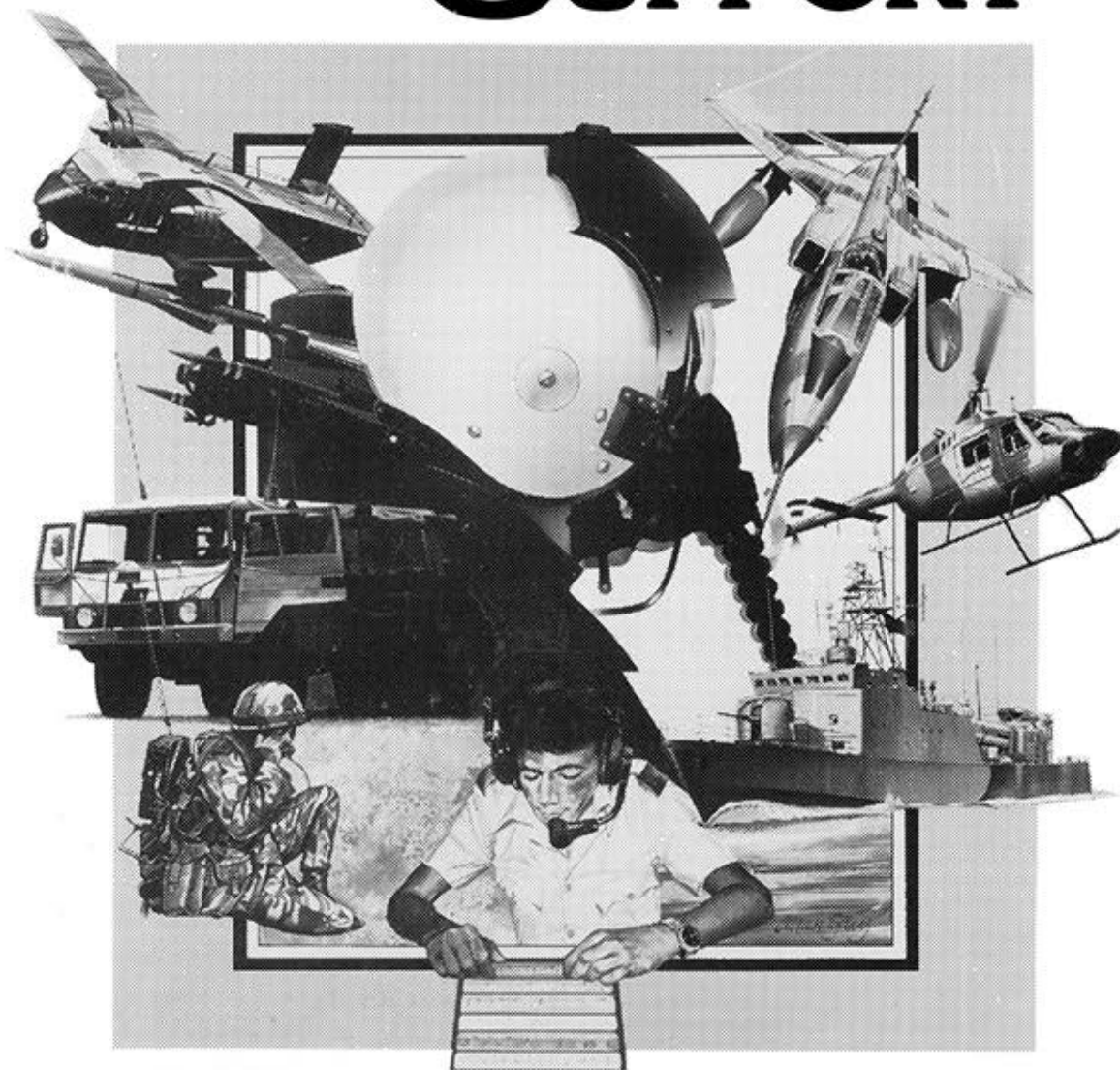
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# PETER CLARK AND THE SLINGSBY T67 FIREFLY



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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 T67 Firefly, a training and aerobatic aircraft with 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 15 years and has been flying aerobatics for over 7 years. He is the Winner of the 1986 Standard Level British Aerobatic Points Championship, flying a T67M 160 Firefly from Slingsby Aviation at Kirbymoorside 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, having 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 T67 Aircraft	
A.A.D.O.P. Member	

*The Slingsby Firefly with Pete Clark at the controls it has a dramatic red and white livery*



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# HOW YOU CAN HELP SSAFA

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There are 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.

## BY MAKING A DONATION

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

# Introducing the Great War Combat Team

The team, in their first display season, will no doubt be a highlight of today's show.

Many of the achievements of those intrepid World War One pilots are often over-shadowed by their World War Two counterparts. The great courage and skill of those aviators who flew over the trenches of France and Belgium 70 years ago, will be brought to life by the Combat Team's co-ordinated flying sequences, telling some of the story of aerial fighting.

The aircraft are in fact replicas, but all the aircraft carry authentic National markings, and these brightly coloured little aeroplanes can fill the sky with a tableau simulating deadly combat.

The pilots all have wide experience and are specialists in displaying these rather difficult aeroplanes.

The Team is based with The Squadron at North Weald and will provide thrilling airshow entertainment demonstrating 'Dog fighting', trench strafing, aerobatics and formation flying.

## AIRCRAFT HISTORIES:

### DE HAVILLAND D.H.5, N154JS

The prototype D.H.5, designed by Geoffrey de Havilland, was built at Hendon by Airco - The

Aircraft Manufacturing Company - in late 1916. The type entered service with the RFC in France in May 1917, and was allocated to Nos. 24, 32, 41, 64, and 68 Squadrons. Although mistrusted by pilots as a fighter aircraft, because the radical 'staggerwing' design obscured essential rear vision, it nevertheless proved important in the ground attack role, but remained on the Western Front only until January 1918. This faithful full-size replica is the last aircraft to be built by John Shively of Florida, USA. It is the only known example of this rare design to be flying in the world today.

### FOKKER D VII, G-BFPL:

Designed as a D class machine - single-seat fighting scout - by Reinhold Platz for Anthony Fokker, the prototype D VII was welcomed unanimously by the fighter pilots who test-flew it in the competitions held at Adlershof in January 1918. Production contracts were awarded both to Fokker and to Albatros, and the two companies built slightly different versions. It entered Squadron service in April 1918 and nearly 800 were operating along the Western Front by the time of the Armistice in November 1918. It was popular with pilots and regarded as a very responsive machine, reputedly the most devastating fighter of World War I. This replica was built in Germany by Williams Flugzeugwerke for Leisure Sport, and has recently been completely overhauled by Roger Sheppard of the Old Flying Machine Company at Duxford.

### FOKKER Dr I TRIPLANE, N152JS:

The success of the Royal Naval Air Service with the Sopwith Triplane encouraged German designers to experiment with the revolutionary three-wing layout. Reinhold Platz produced the Dr I scout for Anthony Fokker in the summer of 1917, and it entered Squadron service in August 1917. The type was flown with success by many well-known pilots, most notably the legendary 'Red Baron', Manfred von Richthofen, and the dynamic Werner Voss of Jasta 10. It was grounded for a few weeks in late 1917, after several aircraft crashed because of structural failure of the wings, but returned to front-line service - particularly with the Richthofen Geschwader - until the summer of 1918. This full-size replica was the first of three World War I aircraft to be built by John Shively of Florida, USA, and has been flying since 1976.

### NIEUPORT 24, N153JS:

Developed from the highly successful French Nieuport 17 scout aircraft, the first version of the Nieuport 24 was tested by No. 6 Squadron of the Royal Naval Air Service in late 1916, but found to be lacking in performance. Two later versions - the Nieuport 24 and 24bis - were in production by May 1917, and entered service with the Royal Flying Corps in July 1917. Despite the new style full-length fairing along the fuselage, which it was hoped would improve performance, problems were experienced with lateral control, and the type was not popular with French or British pilots as a fighting machine. Only about 20 were flown by the Royal Flying Corps on the Western Front during 1917, and in Palestine during 1918. This full-size replica, built in the 1980s by John Shively of Florida, USA, is the only example flying in the world today.

WHEN DOWN  
YOUR LOCAL,



DOWN YOUR  
LOCAL!





# The Red Arrows

Once more RAF Church Fenton is honoured and delighted to play host to the world famous Red Arrows who no doubt will yet again thrill us with their extraordinary aviation skills.

It is often overlooked that the Red Arrows are standard RAF Squadrons, who, in the event of a major war would quickly be 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.



The Red Arrows show off their formation flying in Cyprus

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 MK4s.

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".

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 aircraft, 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.



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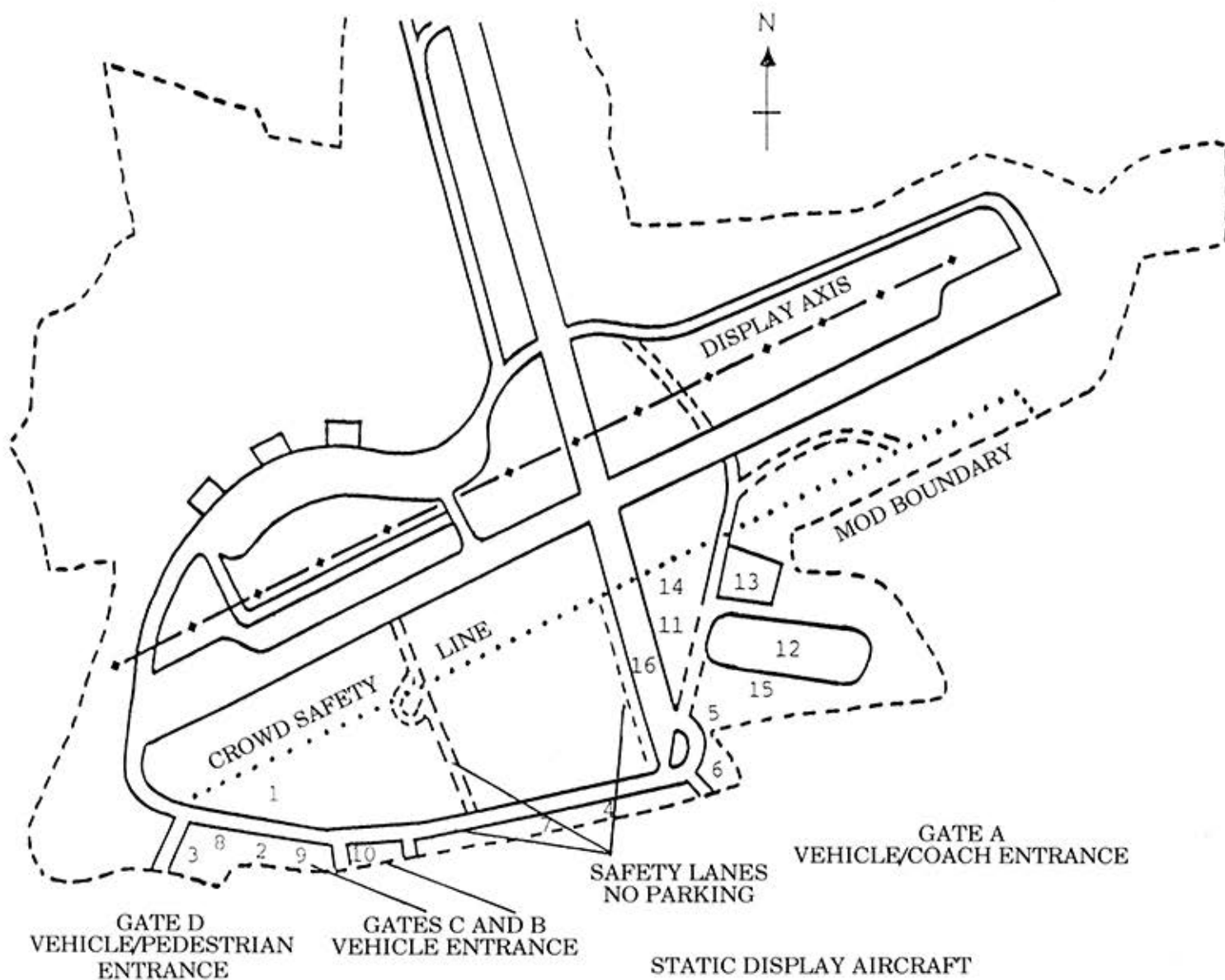


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# Sketch plan RAF Church Fenton Airfield

## 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        | (16) Bar/Buffer                                 |
| (8) First Aid               |   |
| (9) Ground Control HQ       |   |





## P51D-25NT MUSTANG N1051S "SUNNY VIII" Flown by Rod Dean

The aircraft was delivered to the United States Air Force on the 29th June 1945, and given the Serial No. 45-11371, having been built by North American Aviation in Dallas, Texas.

The aircraft was delivered to the 4121st Base Unit at Kelly Field and was later transferred to the 195th Fighter Squadron, California National Air Guard at Van Nuys. In March 1952 the aircraft flew to Burbank, California for contract maintenance and the following August it was transferred to the 4750th Air Base Group of Air Defence Command and based at Yuma, California. In 1954 the aircraft was moved again, firstly to the 133rd Fighter Squadron, New Hampshire National Air Guard at Grenier Field and then to the 168th Fighter Bomber Squadron, Illinois ANG based in Chicago. The aircraft remained in Chicago until 1956 when it was transferred to the Air Material Command prior to being deleted from the US inventory, following its sale to the Furze Aerea de la Guardia Nacional de Nicaragua, where it became "GN 121".

The Mustang survived service with the FAN and remained with them until 8th July 1963 when it was sold to Will Martin of MACO Sales Financial Corporation and registered N12067. Subsequently the aircraft was bought and sold by various American owners before finally arriving at Breckenridge Air Museum and Jimmie R MacMillian on the 12th October 1985.

At Breckenridge, the Packard Merlin engine was removed and the airframe was totally dismantled for zero timing. The Merlin was overhauled at Mike Nixon's shop in California and was returned to Texas on the 18th April 1986. Following re-installation into the airframe, the aircraft flew again less than a week later, resplendent in the 4th Fighter Group, 8th Air Force markings of Col Everett Stewart, a fitting tribute to the late 4th Fighter Group pilot.

The aircraft was sold to Florida based Myrick Aviation, who having ferried it across the Atlantic in June 1987, transferred ownership to Spencer Flack in 1989. The aircraft, which is based at Leavesden Airport, near Watford, has participated at various displays in the U.K. and Europe and is generally flown by Rod Dean, who has over 10 years display flying experience.

### **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.**



# 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.*

<b>1300-1410</b>	Red Arrows	-	RAF Scampton
	Pitts Special	-	Brian Lecomber
	Jet Provost Solo Aerobatics	-	RAF Finningley
	Shackleton	-	RAF Lossiemouth
	Sukhoi 26 Aerobatics	-	Richard Goode
	Hawke	-	RAF Valley
	Royal Navy Sea King MK5(ASW)	-	RNAS Culdrose
<b>1410-1520</b>	Jaguar Extra 300	-	Paul Bonhomme
	Vulcan Bomber	-	Sqn Ldr Dave Thomas - RAF Marham
	Slingsby Firefly	-	Peter Clarke
	Great War Combat Team	-	Northweald Flying Services
	Jetstream Display	-	RAF Finningley
	Messerschmitt 109	-	Old Flying Machine Company
	BAe PC9	-	British Aerospace - Brough
<b>1520-1625</b>	Tornado GR1	-	RAF Honington
	Bulldog Solo Aerobatics	-	RAF Scampton
	Black Lanyards	-	(4 Para) Free Fall Parachute Display Team
	Rolls Royce plc Spitfire		
	Nimrod	-	RAF Kinloss
	Royal Navy Sea Harrier	-	RNAS Yeovilton
	Pitts Special	-	Skyshaw Ltd
	Blue Eagles	-	Gazelle
			Lynx - AACC Middle Wallop
			Scout
<b>1625-1730</b>	Tucano Solo Aerobatics	-	RAF Church Fenton
	P51 Mustang	-	Sqn Ldr Rod Dean RAF (Rtd)
	Folland Gnat	-	Bob Thompson - RM Helicopters
	Zlin 50/Yak	-	Victor Norman
	Team Toyota	-	Nigel Lamb - Aerobatic Displays Ltd
	Battle of Britain Memorial Flight	-	RAF Coningsby



*The Rolls-Royce Spitfire MKXIV and Belgian F16.*

## Rolls Royce Spitfire flown by Mike Evans

### The Old and the New...

The Rolls-Royce Spitfire MkXIV, RM689 did not serve in the "Battle of Britain", it was ordered by the Air Ministry from Vickers Supermarine in October 1943.

Build 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 J E "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 on contemporary 1940 camouflage i.e. 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 F16s. 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 holed on its installation. The addition of the time shown to those flown by RR give a total of flying hours for RM689 to date of just under 1000.

# HISTORY OF CHURCH FENTON 1935 TO 1945

The name of Church Fenton itself rose out of the invasion centuries before by the Angles and Vikings sweeping the East coast of Britain from Scandinavia and parts of Europe. Eventually they settled and raised a small church called Fentown. This was the start of a long and sometimes bloody history, but it was between 1939 and 1945 that RAF Church Fenton played its most vital role as part of Britain's defence from another more loathesome aggressor - the spectre of the Nazis.

Hitler and the Nazi party came to power in 1933 taking a steady stranglehold over his people and beginning a heavy military expansion. Due to the efforts of Winston Churchill, this did not go unnoticed and Parliament was persuaded to expand the RAF to meet the threat.

Forty one new squadrons were to be formed with all accompanying facilities required for an efficient force. One site chosen was to be near the rural Yorkshire town of Church Fenton.

Plans for the new airfield were announced in 1935 to a great deal of protest by the locals at the wastage of farmland. Many felt the new aerodrome should be sited at Sherburn, 2 miles away, but eventually these protests were ignored and construction went ahead on schedule.

Fields of wheat, beet and peas gave way to 90,000 tonnes of concrete.

In 1936 the site was cleared with the help of the Ministry of Labour - construction temporarily solved a large unemployment problem.

Unfortunately, no main drains were put in with reliance being placed on existing farm drainage. This was to be a mistake as during the war Church Fenton had severe problems with standing water.

On the 1st April 1937, the Station was opened with the arrival of an advance party to set up Headquarters and on the 19th April, Church Fenton had its first Station Commander in the shape of Wing Commander W E Swann; two months later the first two Squadrons arrived. Nos 72 and 213 were newly formed but were equipped with the outdated Gladiators and Gauntlets. In 1938, 213 left and were replaced by No 64 Squadron.

Seven days after their arrival, 72 and 64 held Church Fenton's first open day, performing aerobatics, formation flying and mock attacks to 3,000 visitors.

On the 7th August Church Fenton suffered its first losses. 64 Squadron, on secondment to Digby in Lincolnshire were on a home defence exercise. Their Demons took off to find themselves becoming engrossed in thick fog. They headed South trying to find a safe place to land but were in vain. Running out of fuel, the Duxford Sector Commander gave the order to abandon the aircraft. They did so safely and the planes flew on into the foggy night.



*Gloster Gladiators flying from Church Fenton 1938*



By 1939, despite the increasing rumbles of trouble brewing over Europe, training continued at a furious pace. Church Fenton held another open day but the manoeuvres took on a new significance, being in deadly earnest.

On the 3rd September, the inevitable happened - the Operation Book simply read: "War declared against Germany".

During the war, Church Fenton was an important Northern Station, with the Sector Operations Centre based there controlling nearby field. The main Control Bunker can still be seen from the main road.

Between September 1939 to December 1940 the role of Church Fenton was to be defence of the mainland. On the 4th September 1939 mobilisation of the Station was complete.

All officers and airmen living in surrounding areas were moved onto the base. Officers' families were evacuated to safe areas.

By the 2nd of November, although the new concrete runways were only two thirds complete, Church Fenton was declared serviceable.

It was on the 21st October when the first 'kills' were recorded for the base. 72 Squadron intercepted and 'downed' two Heinkel III bombers over the North Sea.

During the latter months of 1939 the base was honoured with the visits of two VIP's. On the 1st November, King George VI paid a short visit and was very impressed as he witnessed the base's pilots scramble their aircraft and with the speed in which they could become airborne. It was this ability, repeated countrywide, which was to prove vital in the desperate defence of the Kingdom in the Summer of 1940.

There was also a visit to the Station by Commander In Chief of Fighter Command, Air Chief Marshall Sir Hugh Dowding.

July 1940 proved an eventful month for the base with the arrival of 249 Squadron's Hurricanes, who made an auspicious start to their stay at Church Fenton by shooting down a Junkers 88 on their first day.



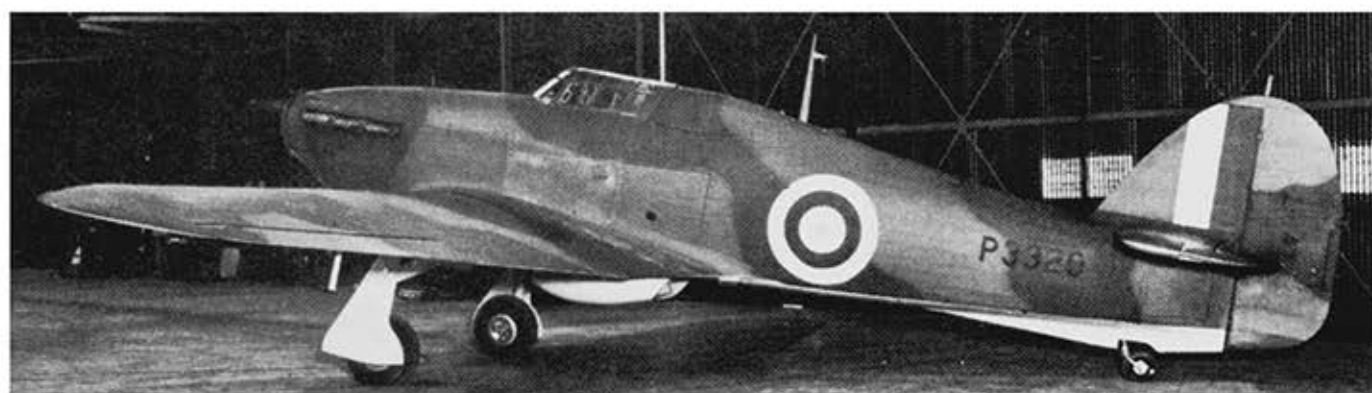
*Flight Lieutenant J B Nicolson VC*

This was no ordinary day for Mrs Caldwell either; she captured the German pilot and subsequently received an OBE for her bravery.

249 Squadron were to stay at Church Fenton until the end of August and it was during their stay that one of their pilots Flight Lieutenant J B Nicolson was to receive the Nations highest honour, the Victoria Cross. It was also the only VC won by a Fighter Command Pilot.



*Eagle Squadron Pilots with their newly acquired Hurricanes*



*Hurricane - Before and After. P3320 Crash-landed after a dogfight. The same aircraft after complete rebuild.*

On the 16th August, whilst 249 were detached to Boscombe Down, Flight Lieutenant Nicolson's aircraft was involved in an engagement over Southampton. Four cannon shells hit the aircraft, two wounded him, another set fire to his gravity tank. When about to abandon his aircraft due to flames in the cockpit, he spotted an enemy fighter, which he shot down, but in doing so he sustained serious burns to his legs, hands, face and neck. He did recover from his injuries and throughout the War he rose to the rank of Wing Commander but was killed in May 1945.

September 1940 saw the arrival of three new Squadrons to take over Church Fenton. 85 Squadron already had 143 aircraft and 16 bravery decorations to their credit. They had been withdrawn North for a well earned rest, but were anxious to get back into the fray at every opportunity as can be shown by Commanding Officer Squadron Leader, P W Townsend DFC and Bar who insisted on flying even though he had one leg in plaster after being wounded over Croydon.

306 were a young Polish Squadron who saw their time at the base to work up to operational status. 72 (Eagle) Squadron aroused interest because it was the first US Squadron in the RAF. It was made up of pilots who had slipped across the border to Canada to enlist and had individually served with other Squadrons. This was their first opportunity to fly together.

Frustrations set in with the Americans due to a lack of aircraft and with the ones they had being slow and underarmed, the Squadron Commandant decided the best to do was for the pilots to land their Brewster Buffaloes without locking their tail wheels - within a short time the pilots had written off all their aircraft. The RAF turned a blind eye to this and before long, 9 Hurricanes were delivered to the delight of the pilots.

As sector HQ, Church Fenton had a major responsibility for the air defence of the area.

This importance attracted unwelcome visitors to the base. On several occasions, one being the night of the 19th/20th June when 15 high explosive and 50 incendiary bombs were dropped on railway lines near Ulleskelf, Church Fenton and Sherburn. These attacks were put down to bombers following railway lights.

As a result of attacks, landmarks such as the windmill on Ulleskelf Road were camouflaged.

At the end of 1940, 71 Squadron left the base bringing to an end the first phase of Church Fenton's War. By this time the base had over 1,800 personnel.

War experience had shown Fighter Command that there was a desperate need for well trained night fighter pilots.

Operational Training Units (OTU) were set up - the first of these, No 54 was at Church Fenton, the instructor being none other than Squadron Leader J B Nicolson VC, still recovering from his burns.

54 OTU although successful, passing out 17 courses, had to suffer considerable cost to aircraft and personnel through German intruders causing havoc to Church Fenton's Blenheims.

During 1941 the base was attacked 13 times until a rotational defence system was put in place with Nos 46, 485, 129 and 19 Squadrons taking turns to patrol. This method proved successful, from November 1941 to May 1942 not one plane got through to Church Fenton.

On the 6th May 1942 OTU moved to RAF Charterhall and the base returned to its original fighter role.

Until October 1942, German air attacks were pronounced as the Luftwaffe made a final attempt to break British resolve. No 25 Squadron moved to the base and played a vital role in countering attacks on Leeds, Bradford, Hull and Doncaster. Initially they were equipped with Beaufighters but soon acquired the more potent Mosquito II (F). They notched up 8 'kills' but inevitably suffered losses one being pilot Sergeant Walsh who was shot down in flames off Bridlington. His crewman was killed and he spent 4 days adrift in his dinghy until rescued on the 27th July.

1942 saw the balance tip in the favour of the allies. This enabled Mosquitos of 25 Squadron to launch attacks into Europe.

The defence of Church Fenton was left to 604 Squadron at Partington.

No 25 Squadron were often detached to RAF Coltishall prior to a raid and were often assisted by 308, 26 and 96 Squadrons, equipped with Spitfires, Mustangs and Beaufighters. During this period the only non-operational Squadron at Church Fenton was No 183 training with the new Typhoons before moving to Colerne.

In only 3 months the 'intruder' role by 25 Squadron accounted for 27 trains, 3 searchlights, 1 factory and 1 plane on the ground. In July they destroyed 1 Junkers 88, 15 trains and shot up 2 airfields.

In June 1983 Sir Trafford Leigh-Mallory visited the base to add his congratulations to 25 Squadron for their continental exploits.

1944 saw Church Fenton play a vital role in the build up to the major D-Day offensive. It became the scene of the formation and training of some of the fighter units and Squadrons which were to operate in the advance through Europe.

No 21 base defence wing formed at the Station with mobile sections such as GCI's, Signals and Ops arriving as part of the wing. These were to be responsible for the defence of allied positions after the invasion.

On the 23rd April, the units deployed and a month later provided air cover for the onslaught.

Exactly one year and ten months later, one of these units, 264 Squadron, arrived in Germany.

Once D-Day preparations were over No 307 (Polish) Squadron arrived with their Mosquitos to continue raids and reconnaissance missions into Europe.

In late September 1944, 307 Squadron's operations reverted back to the defensive role with the new threat of flying bombs with the Squadron keeping up regular patrols over likely areas of attack.

There was a major problem - even when the bombs were spotted, the Mosquitos could not catch up with them. In an attempt to counter this, the Squadron was equipped with new, faster Mosquitos XXX's, but records of the success is unrecorded.

By 1945 operational activity began to decrease. In January, 307 Squadron left and there followed a succession of other Squadrons based at Church Fenton, including 456 (Australian) Squadron, 68 and 125. No 456 were the last to carry out operations from the base. The most notable was on the night of the 3rd-4th March when the Luftwaffe was carrying out major attacks on our returning bombers, destroying 23 of them. They were scrambled whilst celebrating in style, their last night at Church Fenton. Some aircrew eventually became airborne in various items of evening dress.

Two enemy aircraft were engaged without result. The following night, 456 engaged and damaged a Junkers 88 - this was to be the last recorded operation from the base.

VE Day was celebrated enthusiastically with a dance, bonfire and a thanksgiving service.

When total victory over Japan was announced on the 15th August 1945, the Station celebrated in fine style.

These celebrations lasted for two days and were a fitting climax to the major war effort in which thousands of men and women had been engaged in at RAF Church Fenton for nearly six years.



One that didn't get away! Heinkel III after bombing raid 1940





308, Polish Sqn in Normandy

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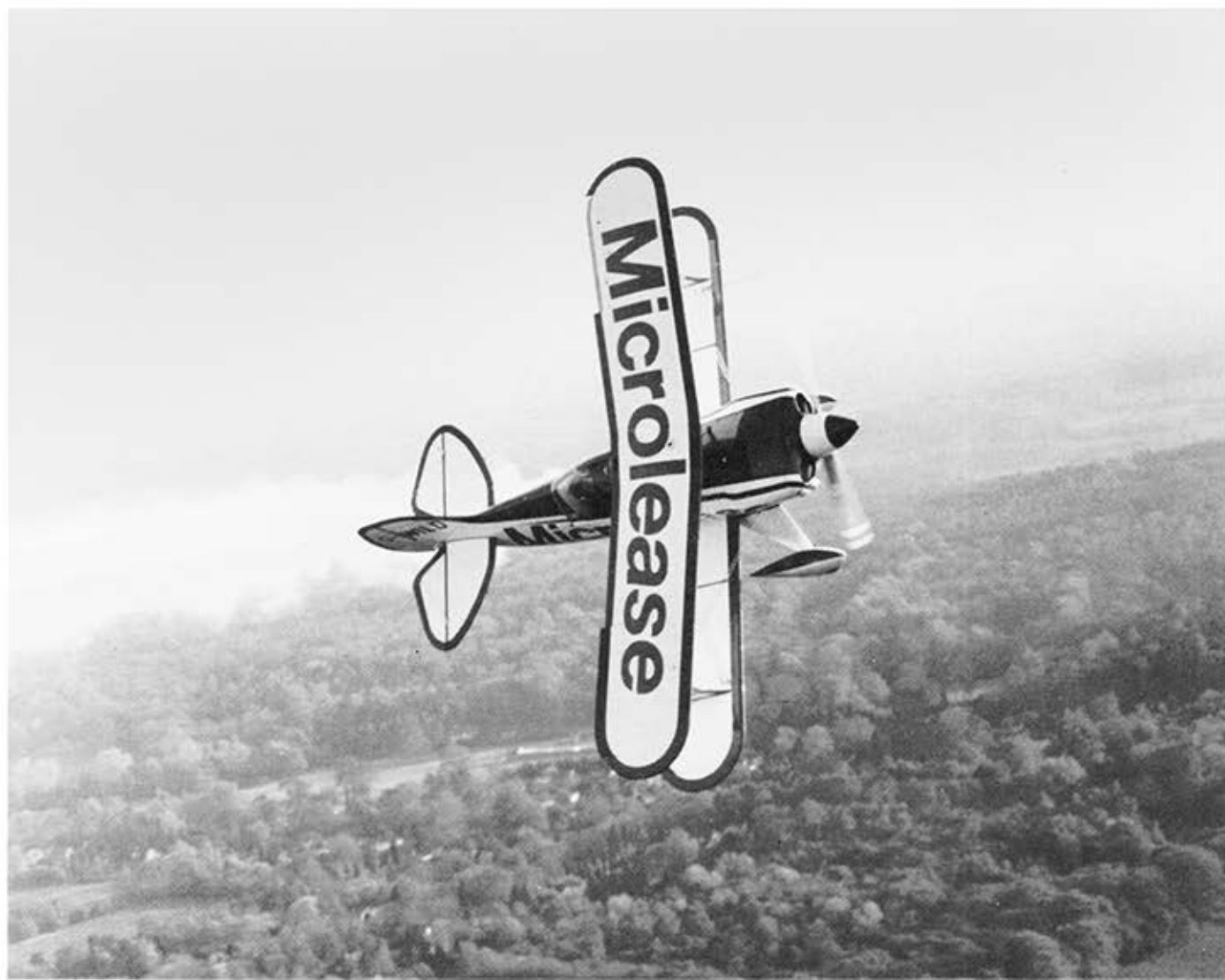
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 **Airwork**



## The Microlease Pitts Special flown by Brian Lecomber

A star attraction today will be the Microlease Pitts S2-B Special biplane, which will perform a spectacular display of low-level Unlimited aerobatics.

This demonstration is ten minutes of the most dramatic flying to be seen anywhere in the world. The manoeuvres include the stomach-churning 'Lomcovak', in which the aircraft gyrates wildly end-over-end, and the 'Torque Roll', where the machine slides down vertically backwards into its own smoke trail, rolling as it goes.

A two-seat biplane with a wingspan of only 20 feet, the Pitts S2-B is powered by a 260 hp Lycoming engine - an engine more normally used in six-seat 'mini-executive' aircraft of twice the size and up to three times the weight of the Pitts. Needless to say the result is dynamic; the Pitts is capable of climbing at a 45 degrees angle inverted, will slam round four consecutive flick-rolls in just five seconds, and is stressed to take centrifugal loads of plus 9G and minus 6G during aerobatics. ('G' being the force of gravity).

The Microlease Pitts will be flown by Brian Lecomber. With more than 1,500 public performances behind him, Brian is probably the most experienced display pilot in the world. Alan is also one of Britain's most experienced aerobatic fliers. A former instructor, he is now in his fifth year of professional display flying and is widely regarded as the rising star in innovative aerobatics. In 1990 he had the distinction of flying the Microlease Pitts at Farnborough International Air Show and his display was enjoyed by enthusiasts throughout the country via the television coverage of the event.

Best Wishes to  
THE  
SSAFA  
AIR DISPLAY  
from  
Haarmann and Reimer  
Denison Road  
Selby



## NIMROD MR2P

All three flying Squadrons at Kinloss operate Nimrod MR 2P aircraft. Nimrod 'The Mighty Hunter', is ideally named to complement the Station Motto, 'Power to the Hunter'. The first operational Nimrod arrived at Kinloss in June 1970, and is accepted as the most advanced maritime aircraft in the world. It is a jet aircraft based on the famous Comet and can fly to its operational area at high speed, thus increasing the time it can spend on task. Once on task, however, it can operate at the lower speeds necessary in its search and surveillance role. Pressurised and air conditioned, it is extremely comfortable and every effort has been made to create satisfactory working conditions, thereby reducing crew fatigue. Further details can be found in the display board alongside the aircraft.



## THE ARMY AIR CORPS EAGLES DISPLAY TEAM

This year the Army Air Corps Eagles Display Team celebrates its 23rd anniversary.

Originally formed as the Blue Eagles, the team flew Bell 47 Sioux helicopters in a precision formation display and later progressed to a similar formation presentation with the Lynx AH-1.

The display team of 1991 fly aircraft which exemplify the Army Air Corps' history, from the Auster AOP9 which entered service in the 1950's to the Lynx and Gazelle helicopters of today. Their display is unique in combining fixed-wing aircraft and helicopters in the air together, both ancient and modern.

The aircraft are flown by instructors from the Army Air Corps Centre at Middle Wallop. All displays are flown in their spare time, since they are fully committed to flying instruction during the week. Their routine includes manoeuvres which you will not see performed by any other display team.

Throughout the coming months the team will appear at numerous airshows throughout the country. We hope that you will take the opportunity to see the display for yourself and share with the pilots their enthusiasm for combat aviation.







## Richard Goode flies the Extra 300 and the Sukhoi 26MX

One of the best known British Display Pilots, Richard Goode, will be flying two aircraft today, the Extra 300 and the Sukhoi 26MX.

He was severely injured in the summer of 1984 when his aircraft suffered structural failure whilst too low to parachute. He was, remarkably, flying again within days of discharging himself from hospital and is now fully recovered.

### EXTRA 300

Given the success of Extra aircraft in the world's Aerobatic Competitions, it is hard to believe that the first Extra, a highly modified Pitts Special, was introduced as recently as 1981. The West German firm is run by its founder, Walter Extra, which gives the unique feature that all his aircraft are known by his surname!

The Proteus Extra 300 was derived from the earlier 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. Walter, however, thought that the future lay in a bigger, more powerful aircraft, with, unusually, the ability to carry two people.

The result was the Extra 300, and although significantly larger than the Extra 230, it weighs relatively little more, since the entire wing and tail plane are made of carbon fibre, which is very light and immensely strong. This gives it a very high power to weight ratio, in addition to which it is very streamlined and able to build up speed very quickly.

The prototype Extra 300 first flew in August 1988, and then competed in the World Aerobatic Championships only three weeks later. Despite having so little practice with a brand new plane, it won the freestyle sequence and came close to an overall win. The production line in Germany is today very busy, and more than 24 aircraft had been produced by the end of 1990, including six to equip a military aerobatic team.

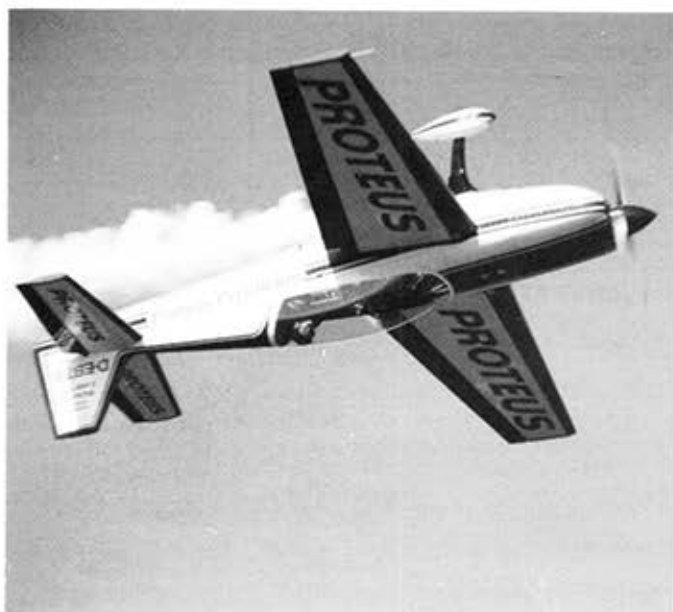
The Proteus Aerobatic Team operate two identical Proteus Extras, flown by Paul Bonhomme, and Louisa Knapp.

### SUKHOI 26MX

The Sukhoi Design Bureau is famous for its Fighter aircraft and their current front-line aircraft, the Sukhoi 27, is considered by many to be the best Fighter aircraft in the world.

In 1984 the Bureau decided to turn its skills to making the World's best aerobatic aircraft one of the most demanding design challenges. The Sukhoi 26, as it was called, was first seen in the West at the 1986 World Aerobatic Championships in the U.K. The aircraft's performance was a sensation, and it won both the Men's and Women's Team titles, as well as the outright Women's Championship. In 1987 European Championships, the aircraft again won both the Men's and Women's titles. More recently it won the 1990 Women's World Championship, as well as the team prize. This aircraft is the only example in Europe.

The SUKHOI 26MX, which is the latest version, is built totally without regard to cost, and major components of the aircraft are made from titanium, while the wings are made of a combination of carbon fibre mainspars (with an ultimate strength of no less than  $\pm 28$  "G", covered with Kevlar). The Pilot sits in a reclining position to be able to tolerate the very high "G" forces involved. It has the highest power-to-weight ratio of any current piston-engined aircraft.



# ZLIN 355 flown by John Harper

Vic Norman's Aerosuperbatics Exhibition Flying Team were thrilled when they announced that top aerobatic display pilot John Harper would be performing for them in the new ZLIN 355 this season.

John has been display flying professionally for four years in the Jaguar Extra, Pitts and Stampe at air shows all over the U.K. and Europe and has represented Great Britain no less than seven times at World and European Championships.

The ZLIN 355 is Prague's new secret weapon, the latest from the Designers of the World's best known aerobatic aircraft.

Since the inception of modern style aerobatic championships in 1960, ZLIN aircraft have won more international competitions than all other marques put together. The extra power and lighter weight of the ZLIN 355 combine to enhance the legendary flying characteristics and agility ideal for air show work.

An unbeatable team for 1991 - John Harper in Vic Norman's new ZLIN 355.



## THE BATTLE OF BRITAIN MEMORIAL FLIGHT

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.

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 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.

### 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 Europe 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 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.

# The Black Lanyards Free Fall Team

## 4th (Volunteer) Battalion

## The Parachute Regiment

The Black Lanyards reformed in 1987 as a registered parachute display team to publicise the 4th (Volunteer) Battalion The Parachute Regiment and represent the battalion in sport parachuting competitions and displays. During 1987 the team trained with the Red Devils and used their own personal equipment on the 11 displays they were booked for. Each year since, as the team became more widely known, the number of display bookings have increased. It is envisaged that the team will receive invitations to carry out displays at more than 40 different locations in 1991.

Regimental Headquarters of The Parachute Regiment, is located in Aldershot. The Red Devils are the official parachute display team of The Parachute Regiment and the British Army, the Black Lanyards are unique in that it is the only Territorial Army (TA) Free Fall Team and most of its members are TA Volunteers. Before joining the team they must all be experienced parachutists with at least 200 jumps to their credit. In fact, most of them are Parachute Instructors who have completed approximately 1000 parachute descents each.

The team are willing to give a display at a variety of venues such as Schools, Village Fetes, Football

Stadiums (jump with the match ball), Parks, Military Barracks - in fields, on concrete and even into water! The team normally carry out its displays with up to 7 parachutists and a 2 man ground party - one of whom will give a running commentary whilst the display is in progress. The display routine will depend on weather conditions on the day, and could vary from being a 'stack' exit from 2000 feet, to the team linking up in free fall from several thousand feet, whilst falling towards earth at 120 mph - all of which is clearly visible to the spectators below. Canopy Relative Work (CRW) will be introduced this year. This involves 2 or more parachutists flying their canopies in actual contact to form a bi or tri-plane formation. This requires a high degree of both team work and skill in canopy handling.

The Black Lanyards are completely self-financing and have to hire the aircraft it uses for each display. The team are currently looking for sponsorship to assist with the provision and maintenance of a ground support vehicle and parachute equipment. In return, the team can promote your Company in various ways.

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Thamesdown's chief pilot is looking forward to showing off his craft which is a Bell 206 Jet ranger Helicopter.

### Five a time

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

This helicopter is widely used in the U.K. 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.



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



# TRADE STANDS

Amongst those trading at the Airfield are:

**Airframes.** AIRFRAMES for AIRCRAFT TOYS, including MATCHBOX and FORCE ONE Die-Cast Toys, Lledo of Yesteryear Models, Aircraft Kits from AIRFIX, ESCHI, MATCHBOX and others. Squadron Prints, Cards, Pictures, Souvenirs, and all at Bargain Prices.

**Stewart Aviation.** Stewart Aviation for a fantastic range of embroidered badges and other aviation items, such as Airband Radios. Send 30p for an illustrated catalogue to P.O. Box 7, Market Harborough, Leicestershire LE16 8XL.

**Mrs Stevens.** Mixed Soft Toys Stall.

**Wheatfields Hospice.** Tombola & Goods to Sell.

**Lance's Trading.** Airband Radios, Flying Equipment, Army Surplus Stores.

**Toyman.** Toys and Velvet Art.

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**T.G.S.M.** General Aviation Souvenirs and Film.

**Brigadoon Foundry.** Brigadoon Foundry welcomes you to visit our stand. See our wide variety and interesting stock of replica grenades and inert ammunition including that fired by the Spitfire and other aircraft seen here today. No obligation to buy. Barclaycard, Access available - mail order only. Telephone 093 04432.

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**Campkins Camera Centre.** Cameras, Films, Binoculars etc.

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**American Badge Company.** Badges & Lapel Pins.

**National Breakdown Recovery Club.** Motoring Club.

**Selby Round Table.** Tombola & Desert Island.

**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.

**Skyscapes Aviation Art.** P.O. Box 50, SAFFRON WALDEN, Essex CB11 4YA. Fine aviation art publishers.

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## PRIZES

### TOMBOLA AND PRIZE DONORS

SSAFA would like to take this opportunity to thank the companies and individuals listed below for their generosity in providing prizes for the tombola being operated today on the Yorkshire Post Newspapers' bus.

Our thanks also go to Mr Allen Rowley, Promotions and Publicity Manager of Yorkshire Post Newspapers, and members of his staff, for persuading so many people to put up such a wide variety of excellent prizes. All proceeds from the tombola are donated to SSAFA.

Venice Simplon-Orient-Express Limited - UK Day excursion for two on the Venice Simplon-Orient-Express; West Yorkshire Playhouse - two show tickets; W H Smith Limited - £10 voucher; Alhambra, Bradford - two tickets for Guys and Dolls; Yorkshire Mining Museum - 2 adult and 2 child admission tickets; Lightwater Valley - two tickets; Holiday Inn, Leeds - suit carrier; Singapore Airlines - three travel bags; Lornho Textiles - single feather and down quilt; Quantas - two umbrellas.

The Queen's, City Square, Leeds - selection of wines/aperitifs; Beatties of London - three model kits; Leeds Hilton - £25 vouchers to be spent in Season's Restaurant; Bond Street Centre - £25 vouchers to be spent in Centre; Leeds Industrial Co-operative Society - stereo radio cassette player; The Post Office - Sweat Shirt and stamp-collecting kit; Yorkshire Post Photographic Studios - colour portrait sitting; S N Kilner & Sons - rose bowl; Samuel Webster & Wilsons - T-shirts.

North Sea Ferries - return crossing for two people plus car; Dutch Dairy Bureau - two commemorative spoons; Pinder Brothers Limited - pewter tankard; British Rail (Eastern) - first class return rail ticket to London for two people; Leeds Bradford Airport Limited - behind the scenes tour plus meal for two; P & O European Ferries - 5 day return ticket for car and two passengers; Leeds United AFC - two videos; Cunard Line Limited - bottle of QE2 malt whisky; Stanley Gath Coaches Limited - bottle of whisky; Wm. Morrison Supermarkets plc - £10 voucher.

Joshua Tetley & Son - shire horse jigsaw, set of darts, kitchen clock, two cases of beer; North Yorkshire Moors Railway - four return tickets; Waddington Games Limited - selection of games and puzzles; Boots the Chemist - £10 voucher; National Railway Museum - family ticket; Yorkshire Post Newspapers Limited - food hamper, Trivial Pursuit game, centenary beer gift packs, centenary plates, Yorkshire maps; Odeon, Leeds - tickets, T-shirts, books, records; Hornsea Pottery - planter; Grand Theatre, Leeds - two tickets; Marks and Spencer plc - £25 gift voucher; British Midland - two return tickets Leeds/Bradford to Heathrow; John Smiths Tadcaster Brewery Limited - case of bitter; John Ayrey Diecasts - selection of models.

# 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 Canadian Armed Forces  
All participants in the flying programme and the ground displays and those who have helped them to mount them  
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  
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 R. Underhill, North Yorkshire Police in charge of traffic arrangements  
Selby District Council  
North Yorkshire Fire Brigade  
The City of Leeds Sea Cadet Corps  
Harrogate and Nidderdale District Scouts  
2434 Squadron Air Training Corps  
HM Young Offender Institution, Hatfield and HM Young Offender 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. Hinchliffe, 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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