

SOLDIERS' SAILORS' AND AIRMEN'S FAMILIES ASSOCIATION

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# Thank You from SSAFA

## The Soldiers' Sailors' and Airmen's Families Association

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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...

SSAFA was founded over 100 years ago in 1885 and cares for the families and dependants of all men and women who have ever served in the Armed Forces. With the support you are giving at today's Air Display, SSAFA is able to continue its vital work.

There are more than 10 million people in the UK, young and old, who are entitled to SSAFA's help should they need it, whatever the problem, be it bereavement, illness, disability, debt, loneliness or divorce. At the forefront of many Service families' thoughts at the moment is the worry that they may have to leave the Armed Forces to find a new job and home in Civvy Street. SSAFA has responded by setting up a Housing Advisory Service which will advise Service families looking for a house about Local Housing Authority, Private Lettings Agencies, Housing Associations and self-build schemes. With your help SSAFA will provide confidential advice and support for these families and many others, for the rest of their lives.

SSAFA's funds are used to recruit and train new volunteer caseworkers, and cover their running costs for items such as petrol, lighting and postage. Last year our 6,300 volunteers assisted 78,000 clients. We need funds to keep our volunteers up-to-date with information about the benefits and allowances to which their clients are entitled.

As the demand for help from Britain's Service and ex-Service communities grow, so does SSAFA's need for funds.

Because of your support, we won't let them down.

Thank you

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# SSAFA

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SSAFA'S  
**INTERNATIONAL  
 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 44th Air Display

I am very pleased to welcome you today to SSAFA's 44th Air Display in Yorkshire.

This is the second year that the Display has been run at Church Fenton, but organised largely by Group Captain Tom Eeles and his Staff from RAF Linton-on-Ouse. We at SSAFA are especially grateful to him and the Service and Civilian members of Linton-on-Ouse for all that they have done and, today particularly, for providing the aircraft and crews to open the Air Display.

The last twelve months have again been busy for SSAFA. Life is not notably easy for anyone, as the recession continues to put pressure on, especially upon the elderly. The world situation must cause us all concern as, once more, British troops are involved in that least-enviable element of service life - keeping the peace. The television pictures of Bosnia serve to remind us of the wonderful compassion and understanding shown by our service men and women going about their difficult work with the United Nations. It is they and their families who are typical of the 90,000 people we help each year.

Thank you for coming here today and thank you for helping us to continue with our important work. I have heard so often the gratitude of the men and women of our Armed Forces at the knowledge that there is an organisation like SSAFA that can look after their loved ones when they no longer can.

*Peter Herbert*



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# TEAM TOYOTA AEROBATICS

## The Display

Team Toyota's dynamic and spectacular Trio display is a direct result of the dedication which goes into perfecting and combing the art of aerobatics and formation flying.

Team Toyota's display is 'designed to delight'. More than a display of formation aerobatics - it is an exciting aerial dance of approximately thirty-two non-stop manoeuvres. With all three aircraft in very close formation the display begins with a combination of loops, clover leaves, quickening opposition and synchronised section. The spectators will also be treated to a solo spot where British Champion, Nigel Lamb will demonstrate the bewildering versatility of the state-of-the-art Extra 300 monoplane without wingmen Steven and Lee 5 feet from his wingtips. The final quarter of the display has the aircraft back in close formation including the amazing 'Toyota Twizzle' with the Extra 300 flying rapid barrel rolls around the Pitts Specials as they fly in perfect mirror formation - one upside down above the other. And look out for the finale - it's guaranteed to leave the crowd breathless!

## The Pilots

Team Toyota's pilots have well 'above average' flying ability, including great precision and natural flair. They have the combined experience of 12,500 flying hours.

Current British Aerobatic Champion, Nigel Lamb, leads the team and is one of the U.K.'s most experienced formation aerobatic display pilots. He has been flying displays world wide since 1981,

usually at the head of a formation and has flown nearly 1,500 public displays. He is the overall British Aerobatic Champion, a title he has held for seven consecutive years. Nigel has a short solo spot during the display to demonstrate the highly complex manoeuvres flown at world-class competitions.

Steve Johnson leads the Pitts Duo section in his third season with Team Toyota. His flying career started in the RAF where he flew 2500 hours on the Harrier and Hawk. He was the European Display pilot in the Harrier before being selected to fly with the Red Arows and led their synchro pair in 1990, his last year with the RAF. During the winter he spent his time as a ski-rep in the USA. Steve has flown more than 500 formation displays.

Lee Proudfoot is the Team's newest member. He has amassed almost 3500 flying hours on such diverse aircraft as the World War II Harvard; the Zero; a Feisler Storch; a Messerschmit 108 and many others. His rich flying background includes Twin Otter flying with the British Antarctic Survey in the frozen South doing survey and photographic work; ferrying scientists and supplies and undertaking any necessary rescue work. He flies in the number three position and is thoroughly enjoying the challenge of his second season with Team Toyota.

## The Aircraft

Just as the pilots must be very carefully selected, so too must the aircraft. The rugged 200 HP Toyota Pitts Special biplanes are designed specifically for aerobatics and are just as happy flying upside-down as the right way up. The Extra 300 is a new generation display and competition machine with a carbon fibre wing and a 300 HP powerplant. It has a breathtaking roll rate and its performance in the vertical is truly awesome.



200 HP Toyota Pitts Special Biplanes



# SOUTHERN Comfort BEECH C45H EXPEDITOR

## Aircraft History

Affectionately known as the Expeditor, Twin Harvard, Wichita Wobbler and Son of a Beech, the first Beech 18 flew on its maiden flight on January 27th 1937.

The C45 Expeditor derivative was introduced in 1939 and was responsible for training 90% of the USAF Navigators and Bomb-aimers in World War 2.

A total of some 9000 airframes were manufactured by the Beech Aircraft Corporation in Wichita Kansas USA and the last one rolled off the production line in 1969 making it one of the longest production lines in aviation history, with 32 years of continuous manufacture.

Between 1952-61, some 2,300 Twin Beech Models were rebuilt for Military Service and "Southern Comfort" was one of these. Built in 1941 "Southern Comfort" was first used as a navigation trainer as AT-7 42-2490. Between 1952 and 1961 some 2,300 Beech 18's (out of a total of 9000 which were produced) were rebuilt for military service and "Southern Comfort" was one of these being re-serialised 51-11701 and redesignated Beech C45H. It spent most of its military service with Strategic Air Command (SAC) in the communications role as a light transport for VIPs and high ranking USAF officers.

In 1958 it was put into storage for 5 years by the USAF and was then sold as surplus. Up to 1963,

the aeroplane had only flown 1,900 hours and this is the reason for its Airworthiness as seen today. For the next 20 years it was passed from owner to owner and fell into disrepair through lack of use. It was rescued from the almost certain fate of the scrap yard, by a Lt Col Blake Thomas, US Air Force.

Between 1986 and '89 "Southern Comfort" underwent major overhaul to restore the aircraft to its original Military specification and condition. It was imported to the UK by the present owner in 1990 and had more restorative work done on the aeroplane to produce the finished result which can be seen flying today.

## The Support Team

Engineering - all major engineering work has been undertaken by Lightplanes of Barton airfield in Lancashire, with minor work carried out by the enthusiastic team of Dave Budden (until recently an employee of British Aerospace), Phil Hitchin (who is largely responsible for the presentation of the machine in his reflective capacity as "Cosmetic Engineer").

The Pilots - Anthony Hodgson (Owner) has experienced flying many different types of aeroplanes, mostly aerobatic. He started flying in 1972, but soon became bored with the normal types of Club aircraft and decided to buy his own. He has since owned and flown such varied types as Piper Cub, Starduster Too, Nord 3202 Aerobat, Stearman Biplane and Harvard T6, which is also presently owned. After all this time spent in aerobatic, single engined types mostly upside down, he is now enjoying the relative safety of two engines the right way up.

James McBride (Co-Pilot) is normally to be found on the flightdeck of a much bigger "twin" namely a Boeing 757, taking holiday passengers to and fro across the Atlantic. Originally trained by the Royal Navy's Fleet Air Arm he has the distinction of wearing both Fixed and Rotary "Wings", even flying the Harrier Jumpjet for a time. In his spare time he teaches people to fly light aeroplanes and does Air Display work as a hobby.

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# P51D-25NT MUSTANG N1051S "SUNNY VIII"

This 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. Following overhaul of the airframe and engine, the aircraft flew again for the first time on the 18th April, 1986, resplendent in the 4th Fighter Group, 8th Air Force markings of Col. Everett Stewart.

"Sunny VIII" 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 in various displays in the UK and Europe and is generally flown by Rod Dean, who has over 10 years display flying experience.

## Life History - Rod Dean!

Rod spent 21 years in the RAF, retiring in 1984 as a Squadron Leader. Whilst in the RAF he flew about 4,600 hours, mainly on the Hunter and Jaguar but he also flew a number of other types such as the Meteor, Gnat, Hawk and Chipmunk. All his flying was either with operational squadrons, and included service in Aden, Bahrain, Germany and Oman, or with Operational Conversion Units at Chivenor and Brawdy, where he served as a Qualified Weapons Instructor and QFI.

In 1972 and 1973 he was the Fighter Command solo Hunter display pilot at RAF Chivenor and during these two seasons he completed some 50 displays varying from Warwick School to IAT at Greenham Common.

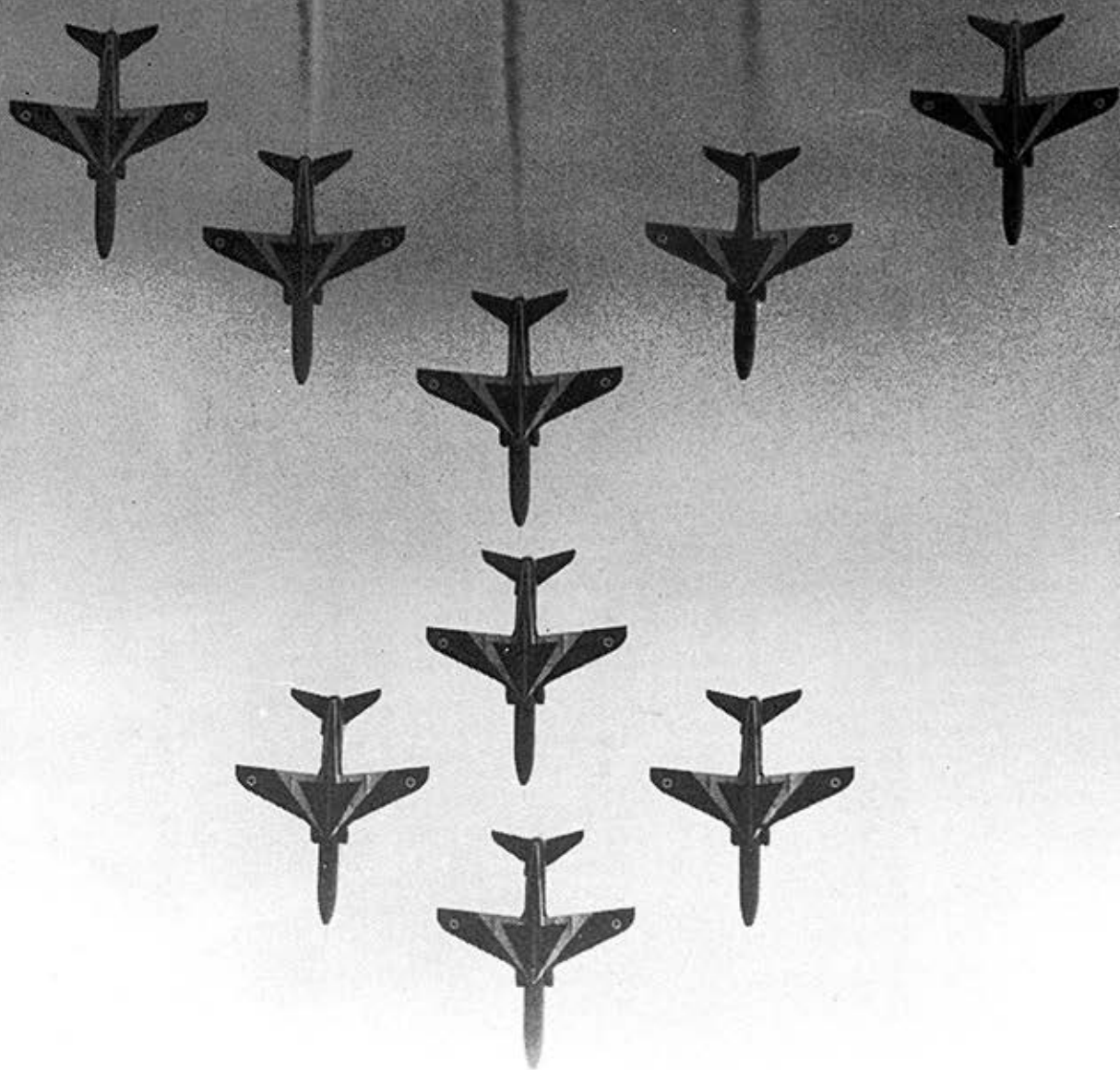
Since leaving the RAF he has been working as the Customer Services Manager for British Caledonian Flight Training (formerly American Airlines Training Ltd) at Gatwick Airport. His job is closely involved with a large number of airlines, spread worldwide, and their pilot training requirements.

In the last five years he has completed nearly 130 flying displays in a variety of types, mainly his own Focke Wulf 190 replica G-WULF but also in the Vampire, Venom, Christen Eagle and more recently, and to his mind, most exciting of all, the North America P51 Mustang.

Rod is now 48 years old and lives near Gatwick with his wife Vicky and their three children.



P51D-25NT Mustang N1051S "Sunny VIII"



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# THE RED ARROWS

Once more the 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 Office 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 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 the 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.

*The Red Arrows show off their flying formation in Cyprus*



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 the wartime conditions. As you watch their spectacular flying

high above your heads spare a thought to those 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 have become immortals and their undoubted skills would prove a formidable challenge to any potential enemy.

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# How YOU can help SSAFA

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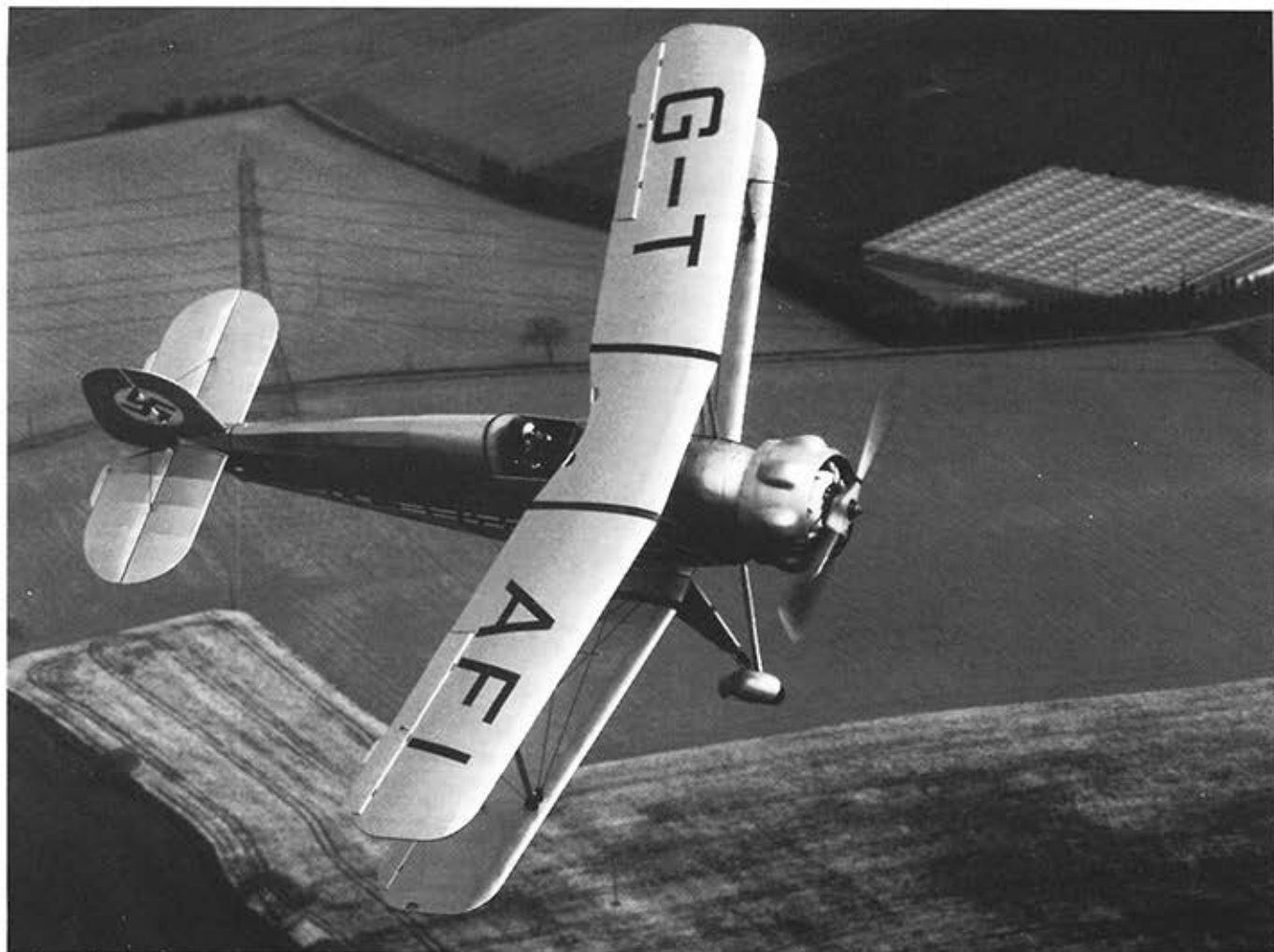
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*Bucker Jungmeister BU133C G-TAFI*

## BUCKER JUNGMEISTER BU133C G-TAFI

This aircraft was built by Dornier in 1940 and is painted in the colours of the Luftwaffe Aerobatic Team.

It was recently purchased from a Texan and 1993 sees its return to Europe after a 25 year absence.

Originally designed in 1935 by a Swede named Carl Andersson, it quickly became established as an outstanding aerobatic plane, along with the two-seater Bucker Jungman.

It was used predominantly by the German Aerosport Club as a clandestine way of training their Luftwaffe pilots and continued winning international aerobatic competitions up to the 1960's, when the superior power-to-weight ratio of the Zlin's and the Pitt Special's displaced it.

This particular aircraft still has its original Bramo Siemens SH14A-4 engine, which produces 160 HP at an environmentally friendly 2200RPM. The engine is indeed a real museum piece and huge efforts are required to keep it serviceable. There are only 15 of these aircraft with their original engines in the world.

The total weight of the aircraft is 925 lbs; wing span is 22 feet; and fuel endurance is 2 1/2 hours.

### The Pilot

Tony (Taffy) Smith is an exiled Welshman, 46 years old, happily married with 3 children and living in Yorkshire. Better known for his exploits in flying solo from Australia to England three years ago in Bucker Jungmann G-TAFF.

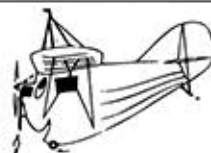
He currently owns and runs Brighton Aerodrome near Selby which is Yorkshire's home for classic and vintage aircraft. Brighton Aerodrome is open to visitors at weekends and approximately 30 aircraft can be viewed, both flying and static.

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## Our Best Wishes for The 1993 SSAFA Air Display

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Cadbury's Crunchie Flying Circus

## SWEET WALKING HEROES TAKE OFF FOR 1993 SEASON

In 1993, over 3 million people will visit airshows all over the UK and see the record breaking Cadbury's Crunchie Flying Circus Wingwalking team perform some of the most spectacular aerial stunts. The Cadbury Kiss, the Crunchie Climb, the Magic Mirror and the Honey Fly-By - these are some of the spectacular manoeuvres carried out by Europe's only professional wingwalking team. With loops, turns, twirls, rolls the bi-planes are skilfully piloted from heights as high as 'a mile' to 'barnstorming' heights of 30 feet.

The team is run by one of the best display pilots in the world, Vic Norman, who commented, "I have been flying for nearly 30 years and each year I have endeavoured to attempt something new and even more spectacular to captivate and excite our audiences. The Crunchie team spends hours trying to develop new ideas which are tested out first hand. When we're happy, then the team perfect the ideas and incorporate them into the display. I would hate to ever become boring, and hope to become old!"

The two wingwalkers have certainly changed their career paths in joining the Crunchie team. Helen Tempest begged time off school to become the youngest ever wing walker at the age of 15. After dabbling with various career opportunities, Helen finally realised a lifetime's ambition and is now the most experienced wing walker in Europe at the age of 27. Former Sales Executive Sara Cubitt, joined the team two years ago at the age of 20 and is now the second most experienced wingwalker in Europe which gives you an indication of how many shows she has done in two years.

Vic's partners for the 1993 season are Mike Dentith and Matthew Hill. Mike's seven year career as a display pilot has included performing aerobatics all over the world including venues as far flung as America and Chile. Mike, aged 43, learnt to fly nearly 20 years ago and has now spent more than 2,000 hours in the air.

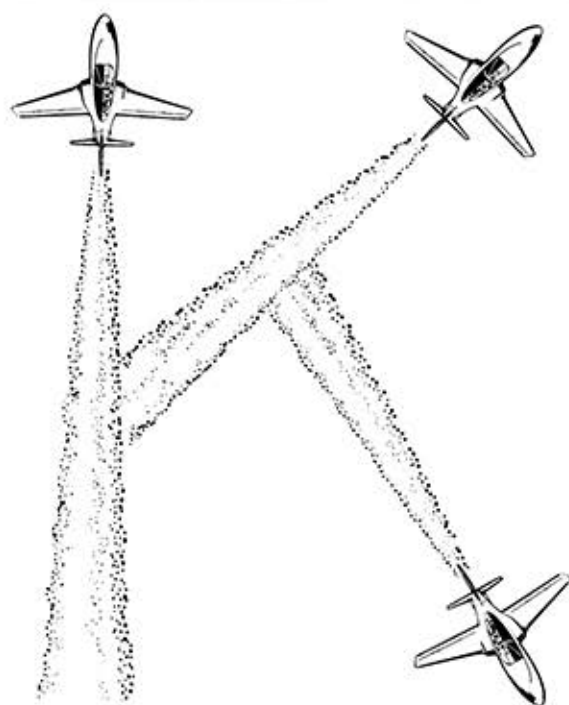
Matthew, who first met Mike on an amateur team, fulfilled a childhood ambition by becoming a pilot at the age of 17, then the youngest ever age for an aerobatic pilot in the UK. Matthew has flown every type of aircraft from biplanes, gliders, to commercial aircraft and has now spent more than 7.5 million seconds in the air. He first went in an aeroplane aged five months old - accompanied by his mother!

This is the third season for the Cadbury's Crunchie Flying Circus and they hope it will be another record breaking one. During their time together, the Crunchie Team has broken three world records including the World Wingwalker endurance record with Roy Castle on BBC's "Record Breakers programme" and in 1992, the shortest ever aerial baton pass.

The team is sponsored by Cadbury's Crunchie and each of the planes is brightly painted in the famous gold and orange Crunchie livery. Two of the planes also have names linking them to one of the UK's favourite chocolate bars,.... "Honey" and "Sweetie". The other, 'Charlie Brown', named after the mascot of Cadbury's appointed charity, Save The Children, for whom money is raised during the year's activities.



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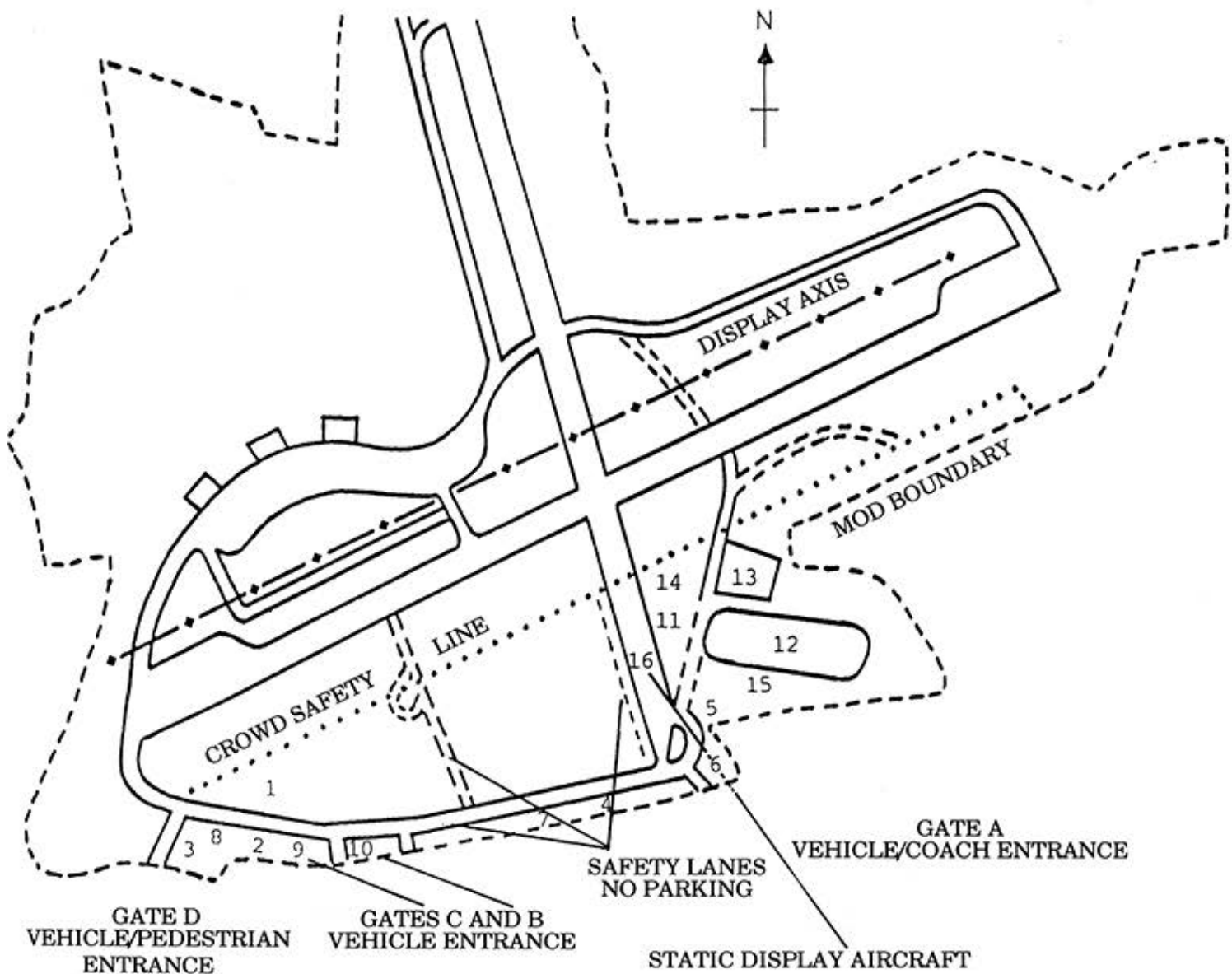
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# Sketch plan RAF Church Fenton Airfield

## KEY

- |                             |   |
|-----------------------------|---|
| (1) Programme Stall         | (9) Ground Control HQ                           |
| (2) Programme Control       | (10) Police HQ                                  |
| (3) Toilets                 | (11) Yorkshire Evening Post                     |
| (4) Toilets                 | (12) Fun Fair                                   |
| (5) Toilets                 | (13) Light Aircraft Park                        |
| (6) First Aid/Lost Children | (14) Pleasure Flights                           |
| (7) Disabled Toilets        | (15) Selby District Council Tourist Information |
| (8) First Aid               | (16) Static Aircraft Display Park               |





*Nikolai Timofeev*

## NIKOLAI TIMOFEEV

**\*\*\* Top ranking Russian aerobatic pilot Nikolai Timofeev flies a breath taking world class aerobatic performance.**

**\*\*\* Low level flying combining precision, complexity and excitement in modern unlimited world class aerobatics.**

Nikolai, 36, entered his first competition at the National Aerobatic Championships in 1980, when he also became a member of the National Aerobatic team.

Twice member of the World Champion Soviet Aerobatic team, Nikolai's brilliant skill and artistry in the air has won the admiration of both judges and spectators, along with many medals and awards:

- 1992 - World Aerobatic Championships 1992  
Le Havre, France: World Champion,  
Known Compulsory Programme
- 1991 - Fond du Luc Cup, USA: one gold and  
two silver medals British Aerobatic  
Championships: one gold and three  
silver medals
- 1990 - World Aerobatic Championships: Silver  
medal in the free style event and fifth  
place overall

\* Nikolai has flown airshows and competitions throughout Russia, and in Sweden, Finland, England, USA, Canada and Switzerland.

\* As well as his own Sukhoi 26M, he has flown numerous aerobatic aircraft including the YAK 52 & 55, the Extra-300 from Germany, the Pitts Special from the USA, the French Mudry CAP 231 and the Czech Zlin-50LS.

\* With his home in St Petersburg, where he is flying instructor, Nikolai travels to aerobatic competitions and airshows throughout Europe & Scandinavia during the spring and summer.

**"... the crowd went somewhat crazy about Nikolai Timofeev. He was just fabulous".  
USAF Open Day, RAF Alconbury 23.08.92**

## TITAN AIRWAYS

Titan Airways commenced operations from Stansted Airport in 1987 taking its name from the one Cessna Titan (10 seats) aircraft that it operated. The company was able to expand to three aircraft within one year and since that time, steady and sustained growth has led to the operations of 4 British made Shorts aircraft. At the beginning of May this year Titan Airways started a weekly series of inclusive tour flights from Southern England to Jersey on behalf of Aerospace Holidays, and following on from the success of this service it is hoped to commence a twice daily service from Belfast City Airport to the London City Airport in the heart of London's Docklands from September 1st 1993.

The aircraft being flown today is a Shorts 360-300 that has been operated by Titan Airways since August 1992. The aircraft operates passenger and cargo flights throughout Europe and has been as far afield as Russia. Powered by two Pratt and Whitney PT6 turbo-prop engines, the aircraft is capable of flying at 210 knots (241mph) and normally cruises at an altitude of nine thousand feet.

<p>PLEASURE FLIGHTS <span style="float: right;">17</span> with <b>TITAN AIRWAYS</b> A flight around the City of York in a twin-engined aircraft <b>£12 per person</b></p>
---

<p>Best Wishes from <b>THE UNITED SERVICES TRUSTEE</b> <b>29 Great Queen Street</b> <b>London</b> Administrators of Charitable Funds of the three Services <span style="float: right;">7</span></p>
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# FLYING PROGRAMME

The flying display will be from 1300 hrs to 1730 hrs (approx). The organisers cannot be held responsible for any alterations in the programme through circumstances beyond their control. Any such alterations will be notified via the Public Address System, over which details will be given of various competitions for prizes and where to collect them. In general, aircraft in the flying display will make their initial run-in from the east end of the airfield; that is from the Right of the Public Enclosure.

## 1300-1400

Diamond Nine of Tucanos	-	RAF Linton on Ouse
Team Toyota	-	Nigel Lamb - Aerobatic Displays Ltd
Puma	-	Flt Lt Adrian Pickard - RAF Odiham
Tornado F3	-	Flt Lt Jerry Goatham - RAF Coningsby
Harrier GR7	-	Flt Lt Rob Lea - RAF Wittering
Wessex Role Demo	-	Flt Lt Nev Hunt - RAF Shawbury

## 1400-1500

Hercules Tactical Display	-	Sqn Ldr Don Macintosh - RAF Lyneham
Buccaneer	-	Flt Lt Glenn Mason - RAF Lossiemouth
Mustang	-	Sqn Ldr Rod Dean RAF (Rtd)
Jaguar	-	Flt Lt Gary Miller - RAF Lossiemouth
Tucano	-	Flt Lt Jackson - RAF Scampton
Bucker Jungmeister	-	Brian Brown - The Real Aeroplane Co
Seaking (RAF)	-	Flt Lt Steve Garden - RAF Boulmer

## 1500-1600

Royal Marines Freefall Team	-	Lt Richard Davies - RM Poole
B of B Memorial Flight	-	Sqn Ldr Andy Tomalin - RAF Coningsby
Bulldog	-	Flt Adrian Dixon - RAF Scampton
Mosquito	-	Peter Henley - British Aerospace
Beech C45	-	Anthony Hodgson - Browns Holiday Camp
Sukhoi 26M	-	Aerobatics International

## 1600-1730

AAC Eagles - 4 Gazelle	-	Maj Emmerson - AACC Middle Wallop
Nimrod	-	Flt Lt Simon Collier - RAF Kinloss
Hawk	-	Flt Herbie Herbert - RAF Valley
Seaking (RN)	-	Lt Roger Stringer - HMS Gannet
Crunchie Team Wingwalkers	-	Victor Norman - Aerosuperbatics Ltd
Red Arrows	-	Sqn Ldr Adrian Thurley - RAF Scampton

## Static Display Aircraft

Hercules	-	RAF Lyneham	Tucano	-	RAF Linton on Ouse
Puma	-	RAF Aldergrove	Firefly	-	RAF Topcliffe
Wessex	-	RAF Aldergrove	Jetstream	-	RAF Culdrose
Buccaneer	-	RAF Lossiemouth	Chipmunk	-	Titan Airways
Gazelle	-	RAF Shawbury	To be confirmed		
Bulldog	-	RAF Finningley	Canberra	-	RAF Wyton
			Harrier	-	RAF Wittering



## NORTHERN HELICOPTERS (LEEDS) LTD

Pleasure flights will be provided at the Air Display this year by Northern Helicopters (Leeds) Ltd. The locally based company operate an extensive fleet, ranging from 2-seat Robinson R.22 training machines to the 7-seat Bell L3 Longranger executive helicopter. The type being used at today's event is the Bell 206 Jetranger, which seats 4 passengers. In addition to pleasure flights, Northern Helicopters also conduct flight training, trial lessons, business charter and aerial photography from their helipad which is situated at Coney Park Industrial Estate, approximately 300 metres to the north of Leeds/Bradford Airport on the Harrogate Road. Visitors are always welcome; alternatively, they can be contacted on 0532 500588.

## ROYAL AIR FORCE BENEVOLENT FUND PHONE THE REDS ... 0891 664424

Did you know that the Red Arrows are only a phone call away? By calling the Reds' Hotline on 0891 664424 you can hear from the Reds themselves about their lives, their shows and their aircraft. You can also find out about other times and places where you can see their dazzling display. And by calling The Reds' Hotline, you'll be contributing to two very worthwhile charities - the RAF Benevolent Fund and the Red Arrows' Charitable Trust.

Calls to the Red's Hotline cost up to 36p a minute cheap rate, or up to 48p a minute at any other time - but 15p goes to the RAF Charities mentioned above. The Reds' Hotline is produced by the Royal Air Force Benevolent Fund Enterprises, PO Box 1940, Fairford, Glos GL7 4NA.





## MOSQUITO T.MK.III RR299

This aircraft is a dual control unarmed trainer based on the FB.Mk.VI airframe. The gun ports have been blanked off and the bombay doors are inoperable in light.

RR299 was built at the de Havilland factory at Leavesden near Watford and taken on RAF charge on 14 April 1945. It was initially delivered to 51 Operation Training Unit (OTU) at Cranfield, but as this unit was being run down, RR299 went to 27MU at Shawbury on 5 June. following preparation for overseas service it was despatched to Cairo and Aden in December by No.1 Ferry Unit from Pershore.

The aircraft returned to Britain in May 1949 to be prepared for service with 204 Advanced Flying School (AFS) at Driffield. A category 4 flying accident on 19 December 1949 resulted in the aircraft being returned to Leavesden for repair. After a period of storage at 22MU at Siloth, RR299 was used by de Havillands at Hatfield from November 1952 until being taken on charge of the Ferry Training Unit at Benson from September 1954. After one month the aircraft was put into storage at 48MU Harwarden and 12MU Kirkbride.

In May 1957 the Mosquito was delivered to the Home Command Examining Unit at White Waltham and may also have been used by the Fighter Command Communications Squadron at Bovingdon.

The final Service use of RR299 was with 3/4 CAACU at Exeter from 30 April 1959 until March 1963. At Exeter it supported the target towing Mosquito B(TT) 35s, including TA634 now at the Mosquito Aircraft Museum, by providing conversion training and instrument ratings.

Following storage at 27MU Shawbury, RR299 was acquired by the de Havilland Division of Hawker Siddeley Aviation and flown to Hawarden by Pat Fillingham on 12 July 1963. The civil registration G-ASKH was allocated but never carried. The first certificate of airworthiness was issued on 9 September 1965 and the aircraft was flown in an overall silver finish.

In June 1968 RR299 was camouflaged to become a star in the "633 Squadron" film sequel "Mosquito Squadron" and wore this livery for many years afterwards. The flying sequences were filmed from Bovingdon with three of the surviving ex-Exeter based Mosquito B-35s. during the winter of 1991-92 it received deep servicing including minor structural repairs to the woodwork and new fabric covering where necessary; it was repainted in its present livery to represent a Mosquito which was operating at the time of the D-Day Invasion in June 1944.

This historic and rare aeroplane is operated by British Aerospace and full support is supplied by the Mosquito Aircraft Museum in the form of spare parts and date. A total of some 1,750 hours have been flown up to the end of the 1991 season, and an average of around 30 hours is flown each year.

### Mosquito Display Format

Although the Mosquito is extremely manoeuvrable and capable of basic aerobatics, it is currently operated in a more sedate way in order to preserve airframe and engine life. Displays are limited to wingovers, steep turns and fly-pasts which combine to show all aspects of the aeroplane well - in profile and plan-view - and, incidentally, produces a rewarding level of noise from the twin Merlin engines, all of which seems to be appreciated by airshow crowds.



## JAGUAR

The Jaguar is purpose-built for battlefield support, interdiction, low-level reconnaissance and, in the two-seat version, advanced training. Yet, although designed primarily for maximum effectiveness in these roles, Jaguar also has the inherent speed, acceleration, manoeuvrability and handling characteristics to ensure a most useful air-to-air combat capability.

Jaguars are in service with the RAF and the French Air Force and Jaguar International - the export version - has been sold to Oman, Nigeria, Ecuador and India. Jaguars are also built under licence in India by Hindustan Aeronautics Ltd., (HAL).

Jaguars are powered by the Adour range of engines. The Adour MK.104 is fitted to the RAF Jaguars, and either the Mk.804 or Mk.811 versions to Jaguar International.

The aircraft has two built-in 30mm cannon and overwing missiles and in addition there are five external weapon stations capable of carrying a variety of stores.

Royal Air Force Jaguars have been updated with the Ferranti Fin 1064INS replacing the existing Navigational and Weapon-Aiming Sub-System (NAVWASS). This system guarantees single-pass, low level, high speed attacks essential for survival in a modern electronic defence environment. Laser-marked target equipment, used in conjunction with a Forward Air Controller, makes possible 'blind' attacks in poor weather conditions.

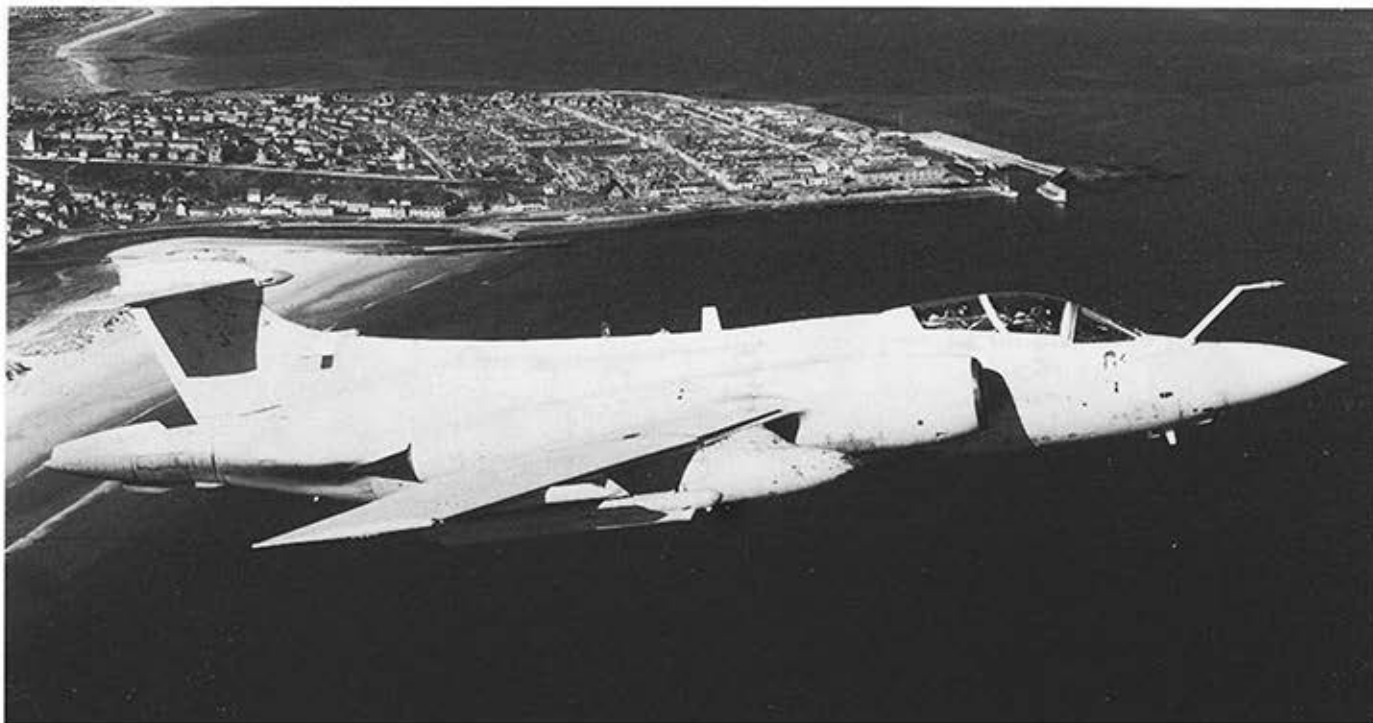
### 16 Reserve Squadron/The Jaguar Operational Conversion Unit

No 16(R) Squadron is located at Royal Air Force Lossiemouth on the coast of the Moray Firth. The Squadron is equipped with some 10 Jaguar aircraft, 5 of the single seat GR1A and 5 T2A two seat aircraft. The role of 16(R) Squadron is to train pilots for the front line squadrons which are based at Royal Air Force Coltishall in Norfolk.

No 16 Squadron was formed on 10 February 1915, at St Omer in France - an accident of history which provided the Squadron's nickname of "The Saints". Initially the Squadron flew Bleriot's, Martinsydes Scouts, RE5s and a Vickers Gun Bus. Later during the 1st World War the Squadron received Maurice Farman Shorthorns, Henri Farman Voisins, RE8s, BE2Cs and a BE2. Between the wars the Squadron flew Bristol Fighters, the Armstrong Whitworth Atlas, the Hawker Audax and the Westland Lysander. At the start of the 2nd World War the Squadron flew Lysanders before re-equipping with the P51 Mustangs. During 1943 the Squadron received its first Spitfires, a type which the Squadron then flew for the rest of the war. After the war the Squadron then flew Hawker Tempests, Vampires, Canberras and Buccaneers before converting to the Tornado in 1984. On 11 Sep 91 No 16 Squadron was disbanded only to be reformed on 24 June 92 as The Jaguar OCU. The Squadron now operates Jaguar T2A and GR1A aircraft.

The Jaguar was built as an Anglo French aircraft and in the Royal Air Force it is used in the attack and reconnaissance roles. Aircraft from Royal Air Force Coltishall were involved in the Gulf War and more recently were deployed in support of Operation Warden, monitoring the safe havens set up to protect the Kurds in Northern Iraq.





## THE BUCCANEER

The Buccaneer has had a long and varied history, it first flew in 1958 having been designed by the Blackburn Aircraft Company to fulfil a requirement for the Royal Navy. When it entered service with the Royal Navy, in 1961, it had many advanced design features some of which account for its unusual shape. The aircraft entered service with the RAF in 1969 equipping No 12 (B) Sqn in the Maritime Strike Attack role. The RAF operated 5 Buccaneer squadrons and an Operational Conversion Unit, both in the over land and maritime roles. The Tornado replaced the Buccaneer in the over land role in the early 80's and will completely replace the remaining Buccaneers by 1994. The aircraft was exported to South Africa before sanctions were imposed, they retired the aircraft last year.

The Gulf War saw the Buccaneer being used in anger for the first time, although there was concern about the aircrafts age she proved to be more capable than some of the more modern aircraft. Much publicity was given to the role of the aircraft, marking targets for the Tornado bombers, but the Buccaneer also delivered its own smart bombs whilst marking the target at the same time. The aircraft being displayed by 12 Sqn this year, XX885 is one of 2 aircraft that attacked and successfully destroyed 2 Iraqi transport aircraft on the last day of the war. Unfortunately for Flt Lt Mason, who was leading the attack, the aircraft he hit was a Kuwaiti Hercules that had been acquired by Iraq. The Buccaneer is highly respected by all who fly her and will be missed when the end finally comes. This is the last year the Buccaneer, the last operational British bomber, will be publicly displayed.

To mark the end of operations of the Buccaneer with 12 (B) Squadron a specially commissioned painting has been produced by Ian Kennedy. A run of limited

addition prints has been produced from the painting, copies of which can be obtained from the Squadron at a very reasonable price.

### The 1993 Buccaneer Display Crew

The personal history of the 12 Squadron 1993 Buccaneer display crew is as follows:

**Flight Lieutenant Glenn Mason.** Glen was born and educated in Leeds, he joined the RAF straight from school. He is 29 years old and married with 2 children. After completion of initial officer training he started his flying training on the Chipmunk at Swinderby. Basic training was on the Jet Provost at Church Fenton and advanced training at Valley on the Hawk. Tactical weapons training was conducted at Chivenor prior to joining the Buccaneer Operational Conversion Unit in 1984. Glenn joined No 12 (B) Sqn in 1985 where he has served ever since, flying both the Buccaneer and the Hunter in the Maritime Strike Attack role. He saw active service in the Gulf War, and was subsequently mentioned in despatches in the Gulf War Honours list. Glenn has accumulated over 2600 hours, of which over 2000 hours are on the Buccaneer, this is the second year he has displayed the Buccaneer.

**Flight Lieutenant Ian Donnelly.** Ian is 25 years old and married to a serving WRAF Air Traffic Controller. He was born in Germany whilst his father was serving in the British Army. After living in Singapore, he was educated at various locations throughout England and Germany. After completing A levels he joined the RAF as a navigator in 1987 and graduated onto the Buccaneer in 1989. He is currently serving with 12 (B) Sqn and has completed over 750 hours on type.



*The Crew of the Nimrod MR2*

## 120 SQUADRON NIMROD MR2

### The Aircraft

The Nimrod MR2 is the world's premier Maritime Patrol and Anti-Submarine aircraft; its duties also include Search and Rescue (SAR). Powered by four Rolls-Royce Spey turbofans, the Nimrod has an impressive performance which we will demonstrate during our display. The Nimrod can carry a variety of stores in its 48ft bomb-bay, including Stingray torpedoes and Harpoon missiles. Wing-mounted Sidewinder Air-to-Air missiles can also be carried. In the SAR rôle enough dinghies for over 100 survivors are carried. One Nimrod is on SAR Standby at all times, and crews have taken part in many successful rescues, including "Piper Alpha".

Sensors include Searchwater Radar, Loral ESM, and 2 Acoustic Processing Systems. The normal 8 hour patrol can be extended to as much as 20 hours by air-to-air refuelling.

### The Crew

The Nimrod serves the RAF in 3 Squadrons and a training unit. 120 Sqn Crew 4 will be providing the display today. The crew is one of nine operational crews on 120 Sqn and the display flying for 1993 is carried out as well as routine training and operational duties. Your Display Pilot today Flt Lt Simon Collier has been flying the Nimrod for 6 years and has 2500 hours on type. The crew co-pilot Flt Lt Mike Pullen has 3 years on type and 2000 hours and Sgt Tim Baxter, the flight engineer, has 1500 hours. The remainder of the crew for each display is drawn from the normal crew of 14.

---

## HARRIER DISPLAYS

Flt Lt Robert Lea, 29, from Southport, Merseyside, was educated at King George V Grammar School, later studying Marine Biology in the Isle of Man and at Liverpool University, where he gained a Bsc.

As a member of 1(F) Sqn, Robert converted to the Harrier GR5 in 1989. He left the Sqn to briefly serve as a basic flying instructor at Cranwell, before returning to Wittering to become an instructor on the Harrier OCU.

Robert's hobbies include windsurfing, diving, photography and keep-fit.

## No 20 (Reserve) Squadron History

20 Squadron was formed on 1st September 1915, at Netheravon starting life as a Royal Flying Corps unit.

The Harrier OCU is responsible for the operational training of all RAF Harrier Squadron pilots in the ground attack and reconnaissance rôles, and became responsible for converting combat-ready Harrier GR3 pilots to the Harrier GR5 when it entered service in 1989. It also runs post-graduate courses to train Harrier Instrument Rating Examiners, Qualified Weapons Instructors and Electronic Warfare Instructors.

## THE TORNADO F3 AIR DEFENCE VARIANT

The Tornado ADV (Air Defence Variant) was first delivered to the RAF in 1984. Tornado F3 is the RAF designation for this aircraft which has been developed to fulfil a requirement for a long-range interceptor to patrol far out over the North Sea and Atlantic approaches.

The Tornado F3 is a two-crew, variable geometry wing aircraft and is powered by two RB.199 Mk 104 afterburning turbofans, fitted with thrust reversers for STOL (short take-off and landing) operations. The aircraft carries four Sky Flash radar guided medium range missile, four Sidewinder heat-seeking missiles and is fitted with a 27mm canon. The advanced A1-24 'Foxhunter' radar gives the aircraft an all-weather, day and night capability and allows enemy aircraft to be engaged beyond visual range.

### The Pilot: Flight Lieutenant Jerry Goatham

Flight Lieutenant Jerry Goatham is 30 years old and married. He joined the RAF in 1981 as a simulator technician and was commissioned as an officer in 1984. He joined No 5 Squadron in 1988 and then returned to the Tornado OCU, (now 56 Squadron) as an instructor in 1992. This is Jerry's first season as the Tornado F3 Display Pilot.

### The Navigator: Flight Lieutenant Paul Brown

Flight Lieutenant Paul Brown is 31 years old and single. Paul was posted to No 5 Squadron at the same time as Jerry, however he returned to the OCU as an instructor in 1991 and later became a Qualified Weapons Instructor on the F3. This is Paul's first season as the Tornado F3 Display Navigator.

## PUMA HC1

The Puma entered service in 1969 as a medium lift helicopter. Designed by Aerospatiale, it has a maximum take-off weight of 7000 kgs and can carry up to 16 troops. With a maximum speed of 170 knots (185 mph) and an endurance of up to 3 hours with ferry tanks fitted, the Puma is a versatile asset to the RAF's support helicopter force. Pumas are operated by Nos 33, 18 and 230 sqns, and also by 1563 flight in Belize. In the recent past the Puma has seen service in many parts of the world including the Gulf, the Arctic, Belize in Central America, Eastern Turkey and mainland Europe. It is without doubt the sports car of the helicopter world, and a real pilot's aeroplane to fly.

### Flight Lieutenant Pickard - Puma Display Pilot

Flight Lieutenant Adrian Pickard is a thirty one year old pilot serving with 33 Sqn at RAF Odiham. This is his second year as the RAF Puma Display Pilot, and as well as having a very understanding wife he is the father of twin girls and a little boy. His hobbies, when time permits, inc windsurfing, skiing and squash.

### Flight Lieutenant Littley - Puma Display Crewman

Flt Lt Littley is a 29 year old crewman serving with 33 Sqn based at Odiham. Brian is obviously a glutton for punishment as this is his second year as the Display Crewman. He has been married for less than one year and in his spare time he enjoys rock climbing, playing squash and keeping fit.

## ROYAL AIR FORCE BENEVOLENT FUND PHONE THE REDS ... 0891 664424

Did you know that the Red Arrows are only a phone call away? By calling the Reds' Hotline on 0891 664424 you can hear from the Reds themselves about their lives, their shows and their aircraft. You can also find out about other times and places where you can see their dazzling display. And by calling The Reds' Hotline, you'll be contributing to two very worthwhile charities - the RAF Benevolent Fund and the Red Arrows' Charitable Trust.

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# THE ARMY AIR CORPS SILVER EAGLES DISPLAY TEAM

It is not always appreciated that the Army is the operator of by far the largest helicopter fleet in the United Kingdom. Reconnaissance helicopters, like the Gazelles displayed by the Silver Eagles, are used in support of ground troops in numerous roles and with armed helicopters in offensive and defensive operations as was so clearly demonstrated in the Gulf War of 1991.

This year the Army Air Corps helicopter display team, The Silver Eagles, is celebrating twenty five years of display flying: A record second only to the excellent Red Arrows as the longest running display team in the country. The team and its organisation today are very much the same as that originally conceived in 1968. That is to say, flown by volunteer instructors, based at the Army Air Corps Centre at Middle Wallop. These aircrew represent the near-pinnacle of achievement in professional aviation and willingly give their spare time in order to rehearse, travel and display to as wide an audience as

possible. They are very experienced personnel from a wide variety of backgrounds and we are pleased to have veterans from the Falklands, the Gulf and Northern Ireland in the team this year. Please take the opportunity to meet and talk to the team and share their enthusiasm for Army flying and be convinced of the opportunities which exist for the right sort of young men and women in this most exciting, rewarding and dynamic branch of Her Majesty's Armed Forces.

I hope you enjoy watching and meeting the Silver Eagles and will feel something of our pride in Army Aviation.

Colonel F M Wawn - Commandant Army Air Corps Centre, Middle Wallop.

**Team Manager**, commentator and reserve pilot for 1993 is Major Kevin Emmerson. Kevin was Second-in-command of the Army Air Corps Regiment fighting in the Gulf War. He is now a full time instructor at the Army Air Corps Centre at Middle Wallop, Having served throughout Europe and in America, Canada, Cyprus, Hong Kong, Borneo and the Middle East.

**Team Leader** for the second successive season is Captain Colin Dunscombe. He is currently employed as Training Officer of Flying Wing at Middle Wallop having been on the Lynx conversion Flight of 671 Squadron AAC. Colin had the unfortunate

distinction of being part of Saddam Hussein's human shield, having been taken prisoner during the invasion of Kuwait where he was attached to the Kuwait Air Force as a Tactical Helicopter Instructor. Colin pilots the single Lynx this year.

**Lynx Co-Pilot** is Captain Adam Fergusson who started his flying career with a University Air Squadron. He is now serving as a full-time instructor at the Army Air Corps Centre at Middle Wallop in Hampshire.

**Gazelle 1** is flown by Captain Dave Morgan. Dave was the team commentator for the last season and this year commands the Gazelle crews. He began his pilot training in 1984 and received his wings as the



*The Silver Eagles in action*

youngest pilot ever to have served in the Corps. He is now a full time flying instructor at the Army Air Corps Centre at Middle Wallop.

**Gazelle 2** is piloted by Staff Sergeant John "Mac" McAlonie. Mac joined the Army in 1974 as a soldier in the Royal Armoured Corps. He is now a helicopter instructor at the AAC Centre.

**Gazelle 3** is flown by Staff Sergeant Al Arnold. During his time as an A2 instructor he has flown numerous aircraft types and has accumulated over 5000 flying hours in his 13 years with the AAC. He is currently serving at Middle Wallop on his third instructional tour.

**Gazelle 4** is flown by Staff Sergeant Chris Keane. Chris joined the Army in 1981 as an Army Air Corps Groundcrewman and during that time he actually served in the original Silver Eagles as acting aircrewman flying in a Lynx. Chris was also an operational pilot during the Gulf War and is now an Instructor at Middle Wallop.

**Ground Support** is provided by Staff Sergeant "Mac" McKeown, Airtrooper William Anderson and Ms Nikki Aylin.

**Technical Support** is provided by Bristows Helicopters Ltd, who are the civilian contractor for servicing and maintaining the training fleet at Middle Wallop.

# ROYAL MARINES FREE FALL TEAM



The Royal Marines currently hold the World Record for stacking 24 parachutes and also for completing a 22 man stack at night. The R M Free Fall Team is unquestionably the leading all-round CRW team in the world.

Having won the British CRW Championships for the past ten years, the team has been selected to represent Great Britain at the last six World Championships, achieving a Bronze Medal in Australia in 1984. In Australia in 1986 they achieved a Silver Medal and in France in 1988 they collected a Bronze Medal.

In 1990 the team broke the British CRW formations record with an eighteen man diamond. In 1991 they won the British CRW Championships.

*For further information about the Team contact:*

Royal Marines Free Fall Team  
RM Poole  
Poole  
Dorset  
BH15 4NQ  
Tel: 0202 677311 Ext: 2402

For information about careers in the Royal Navy call at your nearest Royal Navy and Royal Marines Careers Information Office or apply to the Director, Naval Careers Service, Old Admiralty Building, London SW1A 2BE.

## *The Team*

The Royal Marines Free Fall Team has existed in its present form since 1977. Formed from volunteers within the Corps, the team provides displays at shows and schools all over the United Kingdom. The team is based at Poole in Dorset, and works to promote the Royal Navy and Royal Marines.

Those men chosen complete a year's training which culminates in a six week selection period in Florida.

## *The Display*

After having determined the wind strength and direction by means of a streamer dropped from an aircraft, the team jump from a height of up to 10,000ft. They then display two disciplines of sport parachuting; Relative Work (RW) - carried out during free fall and Canopy Relative Work (CRW) - displayed after the canopies have opened.

## *Relative Work / Canopy Relative Work*

Relative Work is the art of Free Fall demonstrated before the canopy has opened. Dropping at speeds of over 120 mph individual team members manoeuvre, changing the attitude of their bodies as they fall, and link up to form and display various patterns which are visible from the ground.

Canopy Relative Work is displayed once the canopy has deployed. Team members steer their canopies so that they can link up in flight to form a formation or stack. As the formation is built up, the top man controls the canopies beneath him and flies it into the arena.



*Royal Marines Free Fall Team*

# 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  
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 T. Eeles, RAF, Officer Commanding  
Royal Air Force Linton-on-Ouse and all Ranks  
Airwork Ltd  
RAF Newton for Provost and Security Services  
RAF Henlow for PA System  
The Yorkshire Evening Post  
Exchange & Mart  
Yorkshire Water Authority  
The Chief Constable and all members of the North Yorkshire Police  
Superintendent J.R. Boam, 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  
HQ West Riding Wing, Air Training Corps

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 Cuthbertson RAF

**Air Traffic Controller**  
Squadron Leader C. Peart RAF, Senior Air Traffic Control Office, RAF Linton-on-Ouse  
assisted by his control staff

**General Commentator**  
Squadron Leader Keith Jackson, Pilotwise International plc



## TRADE STANDS

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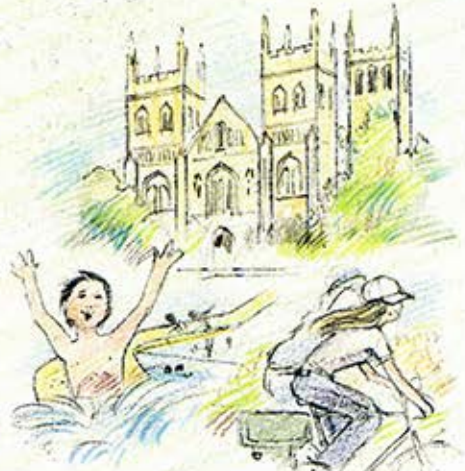
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For your free visitor pack contact:  
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