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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 15 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 needs for funds.

With your support, we won't let them down.

Thank you

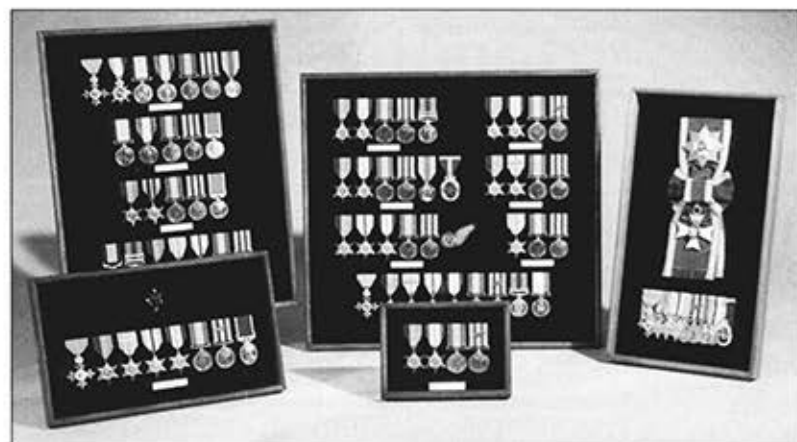
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THE ROYAL BRITISH LEGION



AIR DISPLAY FOREWORD



Vice Admiral Sir Barry Wilson, KCB Chairman of SSAFA.

Fifty years ago today the Normandy Landings were six weeks old and the greatest armada ever was locked in battle with the Axis forces. The landings had gone well and there was a justifiable belief that the corner was turned and that the end of World War II was in sight. For the Allies this sparked hope at the prospect of world peace again after five years of war. For many though, the widows and dependants of those who were to die, or be permanently disabled, this hope was short-lived. Their future was to be a harsh continuance of the effects of that brutal war with the realisation that while others could rejoice at the prospect of peace, their lot was to be hardship, sorrow and loneliness.

This is where we in SSAFA have been able to step in. For more than 100 years the Association has been helping families and dependants of the men and women who served in our forces. We are proud of what we have been able to achieve but this has been possible only because of the enormous help that SSAFA has had from the public. Thank you for coming to this, SSAFA's forty fifth air display in Yorkshire and for your support.

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SLINGSBY FIREFLY AEROBATIC DISPLAYS

The Slingsby T67M Firefly has now entered service as the RAF and Navy's newest basic training Aircraft at the Joint Elementary Flying Training School (JEFTS) at RAF Topcliffe and deliveries are underway for the 113 Aircraft order to the USAF as the T3A Firefly Elementary Flight Screener.

The T67M is a versatile two seat, side by side, fully certified all GRP composite Military and Civil training aircraft. It is fully aerobatic and is available with engine options from 160 HP to 260 HP. It is stressed to +6-3 G with a fatigue life of 15000 hours.

The T67M is powered by a 200 HP Fuel Injected 4 cylinder Lycoming engine fitted with a 3 blade Hoffman Constant

Speed propeller. It has a maximum speed of over 160 mph, and rate of climb over 1200 feet per minute. The Firefly has excellent field of view and superb, crisp handling enabling it to carry out a full range of advance aerobatic manoeuvres, and is very graceful in a tight flowing display. Slingsby Aviation Ltd won a 1994 British Design Council award in the Transport Category for its T-3A Firefly Military Training Aircraft. It was praised for being the world's first training aircraft built with an airframe made entirely from composite material (GRP). The Pilot of the Firefly is Pete Clark, who has been displaying Slingsby Fireflies for over 8 years, and 3 years of competition experience, with over

2300 hours on type. He has over 3000 hours flying experience on 65 types and over 1000 hours aerobatics, and has taken part in over 300 air shows and displays throughout the UK and Europe and was 1986 Standard Level Aerobatic Champion. As well as being a professional display pilot, he is a G.A. Test Pilot, and Aerobatic Instructor. The flying experience covers all kinds of light G.A. aircraft and all aerobatic types to Military types RAF Bulldog, RAF Jet Provost, Tucano, Hawk and F3 Tornado, and the BAe PC9.

For further information contact:

Firefly Aerial Promotions:

0751-431137

0751-433391



Slingsby Firefly

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.



Northern Helicopters

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Flying short pleasure trips at Air Displays is just one very small part of the overall air charter service of Titan Airways.

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a replacement aircraft for a fellow airline, a group of VIP businessmen travelling to Brussels or a pop group tour, Titan Airways applies its years of experience to ensure an efficient flight and a high quality service.

Having started operations in 1988 with one Cessna Titan, hence the name, the

company has expanded to the current fleet of Shorts 330 (1) and Shorts 360 (3) aircraft. In June 1994 the company also took delivery of a 46 seat ATR 42 built in Toulouse by Aerospatiale and Aeritalia.

The Shorts 360 aircraft being operated is the latest 300 series version, having been brought into service with Titan Airways in 1992. It cruises at a speed of 250 mph, and being unpressurised flies at an altitude of 9,000 ft although for our flights today we will fly at nearer 2000ft.

With its high wing design it provides passengers with excellent views of the local area. We would be pleased to welcome you on-board!!



Titan Airways



HAWKER FURY FB11 N36SF

This aircraft, Serial No. 37539, was exported new to Iraq in the early fifties, where it served with a fighter squadron until retirement to storage in the mid sixties. Details of this period are rather sparse, the Iraqi records being difficult to trace and interpret.

However, it is known that the aircraft flew just 680 hours during this period and that the Bristol Centaurus Mk. 18 engine had run 185 hours since new. The propeller was unused, zero hour.

In 1979, two American gentlemen purchased the complete batch of stored Furies from Iraq (numbering some 30 aircraft), and shipped them en bloc to the USA, where, in the years since they have slowly sold them off to private owners for refurbishment to flying condition. Along with a small number of ex Canadian and

ex Australian aircraft, the "Baghdad" Furies now form the bulk of the surviving examples of the type.

N36SF was purchased for refurbishment by a museum in Texas in 1988, and upon completion some two years later it was acquired by its present owner.

There then followed a period of test flying before it was ferried by John Bradshaw to the US east coast for onward shipment to the UK, arriving at Southampton docks in October 1991. Since then it has undergone extensive inspections and work to bring it up to the high standards required by John and his support team of engineers.

The aircraft's good looks are not therefore just skin deep, as it is also in extremely good technical condition, with small improvements constantly being

made during its ongoing maintenance programmes. It is the long term aim of the Tempus Fury Team to present this beautiful aircraft as a salute to a period when British aircraft engineering led the world, and the Fury became the last of the line of magnificent Hawker piston engined fighters. Consistent with this aim, John will present his flying display with the care and elegance that such a rare and valuable machine deserves, and although capable of much higher speeds, he will restrict the speed to 360 knots and 'G' loading to 5g.

The basic colour scheme of the aircraft is that used by the aerobatic display team of the Royal Australian Navy during the fifties, but also shows the national roundels of four major air forces with which the type saw service; Britain, Canada, Australia and Holland.



Hawker Fury FB.11

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Paul Bonhomme

Paul is single, aged 29 and flies for British Airways. He is their youngest captain on 737s, having logged over 6,000 hours total flying time.

Paul has been flying aerobatics since he was 17 and has been performing public aerobatic displays for the last eight years, as well as competing in UK National Aerobatic competitions. More recently he has been displaying the Sukhoi Su-26 and Su-29.

Paul will be teaming with Warwick Brady to fly the first formation display in Sukhoi aircraft, flying two Sukhoi Su-29 aircraft.

Warwick Brady

Warwick is aged 29, originally brought up in South Africa, but now living in the UK. He has led a very successful



SUKHOI Su-29 Duo

aviation career, both in terms of public aerobatics and commercial flying, and is currently a co-pilot flying 757s on long-haul routes for Britannia.

He is a well known competition pilot, having been the top advanced level competitor in the UK in 1992, winning many National level competitions.

For the last years he has been concentrating on display flying with the Extra 300 and more recently the Sukhoi Su-26 and Su-29 aircraft.

Warwick will be teaming with Paul Bonhomme to fly the first formation display in Sukhoi aircraft, flying two Sukhoi Su-29 aircraft.

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THE BATTLE OF BRITAIN MEMORIAL FLIGHT

The Battle of Britain was a battle for national survival, and our victory in 1940 was as significant as those at Trafalgar or Waterloo. But the BBMF now does more than commemorate the Battle itself.

The Flight's Lancaster is a tangible reminder of the 55,750 aircrew of Bomber Command who died in subsequent offensive operations.

This year sees the Dakota join the

team as a support aircraft. This is highly appropriate, given the type's wide involvement in resupply, para dropping and glider towing operations in World War 2. The Hurricane, Spitfires, Lancaster and Dakota aircraft of the BBMF are part of our national heritage, but they are not lifeless artefacts in a museum. They still fly. Every year they are seen in the air by hundreds of thousands of people.

The cost of operating the aircraft of the BBMF is modest, compared with that of modern jet aircraft, but the payback is immense. The Flight keeps the Royal Air Force in the public eye, in particular bringing pride to older citizens who remember the sacrifices of the war years and stirring the imagination of younger minds, who are seeking for inspiration in a troubled and confusing world.

.....

Three planes will be taking part in the display at Church Fenton:

The Lancaster PA474 (Mk B1)

The Hurricane PZ865

A Spitfire

The Lancaster

Is one of only 2 remaining in airworthy condition out of the 7377 that were built - the other being in Canada. The PA474 was built in Chester in 1945 and earmarked for the "Tiger Force" in the Far East.

However the war with Japan ended before she could take part in any hostilities. She was used in two films, 'Operation Crossbow' and 'The Guns of Navarone'.

Every six years the Lancaster undergoes major servicing and at this time receives a change of colour scheme and markings. This year PA474 will be seen wearing the colours of W4964, "WS J", Johnie Walker, an aircraft of 1X Sqn. This aircraft took part in the first attack on the Tirpitz from Russia and flew over 100 operational sorties.

The Crew of the Lancaster will be:-

Flight Lieutenant Mike Chatterton, who has over 4,500 flying hours and is currently serving as an Operations Officer at RAF Coningsby.

Flight Lieutenant Phil Palmer who has over 5,600 flying hours and this is his first season with the BBMF.

Flight Lieutenant Dick George joined the RAF in 1971 as a Navigator. He has over 4,300 flying hours and served at RAF Leeming and Saudi Arabia before his present posting to RAF Coningsby.



The Lancaster PA 474 (MK B1)

THE BATTLE OF BRITAIN MEMORIAL FLIGHT cont...

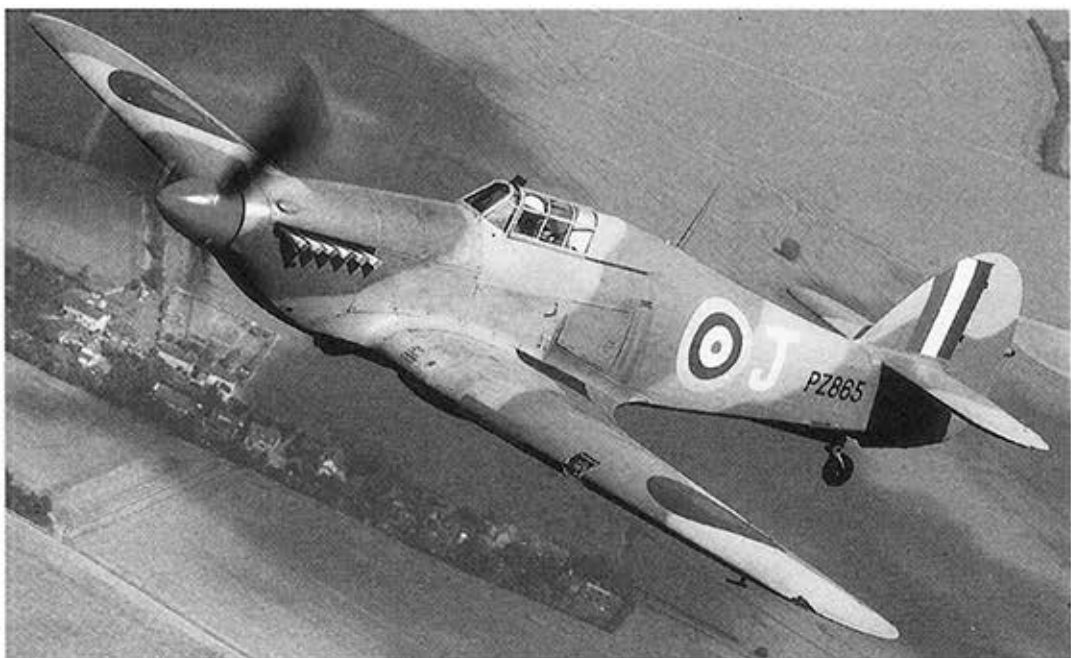
The Hurricane

PZ865 was the last Hurricane of 14,533 to be built. She never saw service with the RAF, being purchased back from the Air Ministry almost immediately and used by Hawkers mainly as a communications and test aircraft. In the late 1950's she appeared in the films: 'Angels One Five' and 'Reach for the Sky'.

For the 1994 season PZ865 will continue to carry the markings of 261 Squadron Hurricanes Mk1 P3731. This was one of the first 12 Hurricanes to be delivered to Malta by the aircraft carrier HMS Argus in 'Operation Hurry' in September 1940. For two years it was the only way to re-equip the Squadrons with

the aircraft that flew in defence of the Island. Group Captain Andy Williams will be piloting the Hurricane. He took command of RAF Coningsby in November 1992 having just returned from the Falkland

Islands where he commanded Mount Pleasant. He has flown both Phantoms and the Tornado F3. He has over 3,500 flying hours of which 2,900 have been on the Lightning.

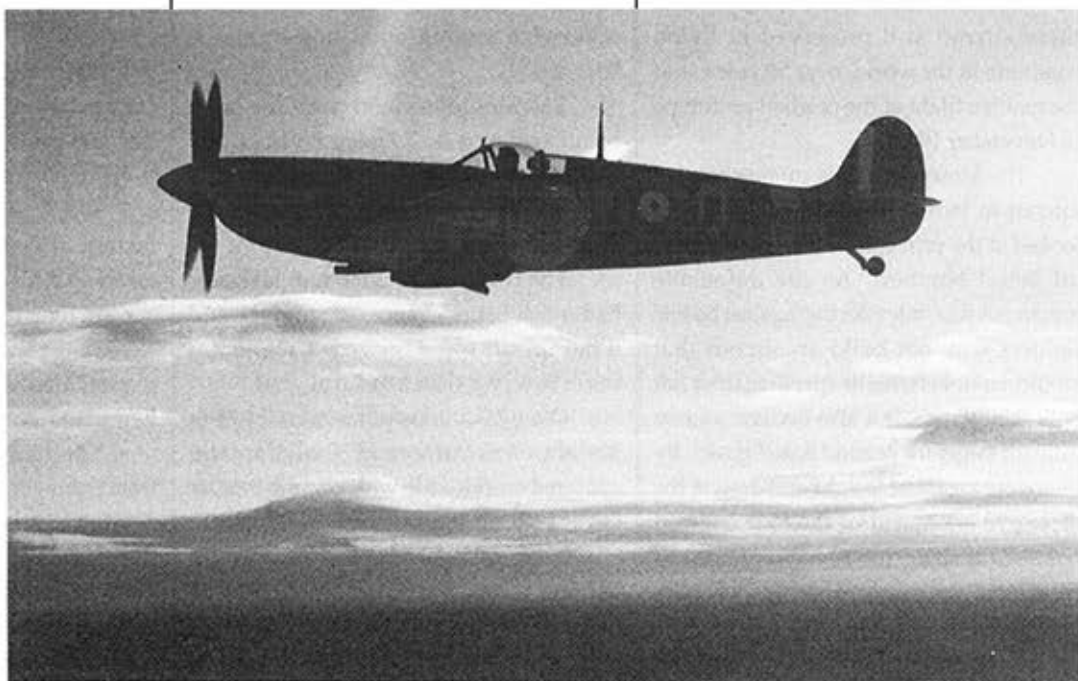


The Hurricane

The Spitfire

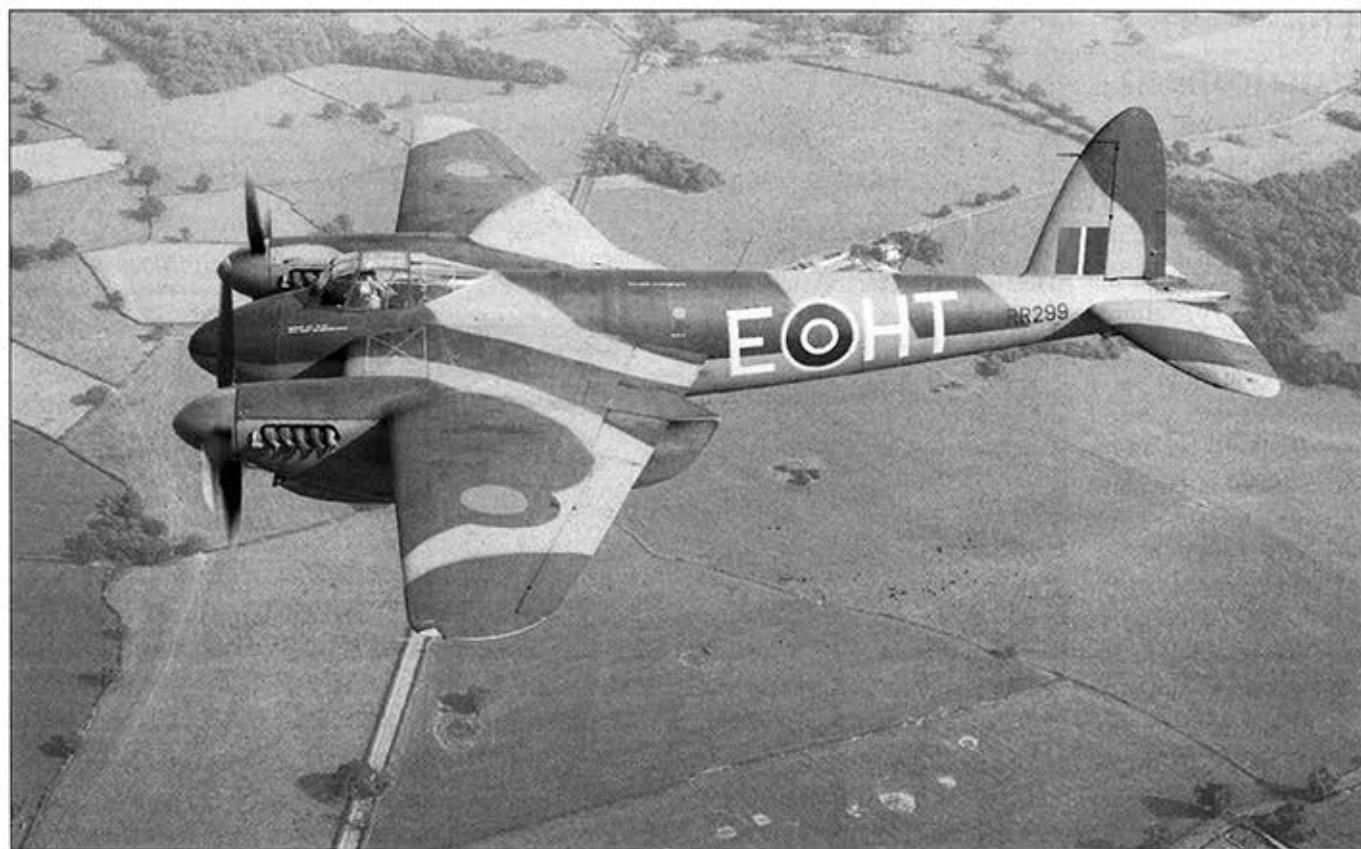
At the time of going to press the details weren't available as to which Spitfire will be flying and which crew will take part.

One of the Spitfires - Mk Vb AB910 was part of 133 Eagle Sqn which took part in Operation Jubilee, the raid on Dieppe Harbour. After undergoing minor servicing during 1993/4 she will be returned to her wartime markings of 402 Sqn, 'AE H', to commemorate the 50th anniversary of D-Day.



The Spitfire AB 910 (Mk Vb).

BRITISH AEROSPACE'S DE HAVILLAND MOSQUITO T MK.III RR299



British Aerospace Mosquito T.Mk III RR299

The British Aerospace operated Mosquito T.III RR299 is one of only two of these aircraft still preserved in flying condition in the world, over 50 years after the maiden flight of the original prototype in November 1940.

The Mosquito was a unique combat aircraft in World War II. De Havillands looked at the principle of the four engined all metal bomber. As the defensive armament was only effective against hostile fighters why not build an aircraft that would have defence in speed against not only the fighters, but also become a more difficult target for ground based guns? By removing the crew, weight and drag of the defensive armament of the four engined bomber, the size could be reduced to a two crew, twin Rolls Royce-Merlin powered, high speed unarmed bomber.

Because metal was increasingly in demand, why not a go a step further and

produce the aircraft in wood, a non-strategic material, and build it with otherwise unemployed non-strategic labour.

The Mosquito could carry the same bomb load as a B-17 Flying Fortress, and was 20mph faster than the Spitfire allowing it to operate two sorties as far as Berlin during the dark winter nights.

The two crew of pilot and navigator had much better chances of survival, and if the aircraft was damaged, it was much easier to repair than a metal aircraft.

Over 7,700 Mosquitos were built in Britain, Australia and Canada, and operated world-wide with a number of air forces both during and after World War II.

Now some 30 Mosquitos survive in varying states of preservation, with the original prototype at its birthplace at Salisbury Hall, near London Colney, Herts within the Mosquito Aircraft Museum.

British Aerospace's Mosquito T.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 bomb-bay doors are inoperable in flight.

RR299 was built at the de Havilland factory at Leavesden near Watford and taken on RAF charge on 14 April 1945.

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.

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 data. A total of some 1750 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 two Merlin engines, all of which seems to be appreciated by airshow crowds.

J KEVIN MOORHOUSE

Biographical Notes

Kevin Moorhouse was born in 1945, the same year as the British Aerospace Mosquito RR299. He joined Hawker Siddeley Aviation (now British Aerospace) at Manchester, in 1963 as an aeronautical engineering apprentice and obtained a Private Pilots Licence in 1968, with assistance from the Geoffrey De Havilland Flying Foundation. By the end of his apprenticeship he was flying as a Flying

Engineer on Nimrod MK 1 aircraft, which were then just starting to enter service. With the passage of time he concentrated increasingly upon piloting, to eventually become a Test Pilot and Training Captain with the Company. Whilst most of his early flying was on the Nimrod MR and HS748, he also flew Vulcans, Victors, Shackletons and Andovers amongst other types. He became Project Pilot for the HS748 in 1981 and flew the Nimrod AEW.

His flying has involved development

and production test flying, crew training and aircraft demonstrations, with a significant part of his work taking him overseas. In 1989 he became responsible for production flight testing and flight training at Woodford with the title of Manager Production Test and Training, which he still holds. Presently he is involved in flying the BAe 146, ATP, Jetstream and HS748. He is the half owner of a 1933 vintage Tiger Moth, which he flies in his spare time. Kevin is married with two daughters.

JOHN ELSDON DAVIES

John is 37 years old and, at present, is a Development Test Pilot employed by Avro International Aerospace at their Flight Test Centre at Woodford.

After a brief spell as the UK's youngest ever commercial Hovercraft captain John obtained a place on a sponsored commercial pilot training course at the Oxford Air Training School. After completion of flying training he became a

commercial instructor at Oxford in 1979. He joined the Tiger Club in the same year and started a long association with vintage aircraft and aerobatic flying.

John started display flying in 1983 with the Pitts Special and during the last five years he has flown as part of the "Jet Heritage" team on the Venom, JP4, and more recently the Meteor NF11.

In 1986 he became Chief Test Pilot of

ARV Aviation, a company which designed and built a two-seat training aircraft.

In 1987 John joined British Airways as a Boeing 757 pilot and he converted to the Boeing 747 in 1988. He joined BAe in 1989 as a Training Captain on the BAe 146 and in 1990 he joined the BAe Flight Test Team as a development test pilot. Since then he has taken part in the Regional Jet and Corporate 1000 development programmes.



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THE RADIAL PAIR 1994



The Radial Pair is the only team in the UK to specialise in formation and synchronised aerobatics using World War 2

aeroplanes. 1994 is the team's third display season and earlier this year they were the subject of a 50 minute television documentary that showed what it takes to fly and to operate these old aeroplanes in the air display arena. This film, which includes some quite stunning air to air footage of the team in action, is now available on video in case you missed it on TV. The pair also fly on occasions as part of The Harvard Formation Team, one of Europe's longest running display teams.

If you would like to sit in the cockpit of either of these beautiful aeroplanes and have your picture taken you can. Just make your way to the aircraft park after they land and Gary Numan, Norman Leeds and the Radial Pair ground crew will look after you.

As well as flying their own two aeroplanes as part of The Radial Pair both Gary and Norman regularly display aircraft for other owners. Norman principally flies the P-51 Mustang for Intrepid Aviation and Gary the Yakovlev Yak 11 for BAC Windows.

Gary Numan

Gary Numan is one of the UK's best known display pilots. As well as running a long and highly successful career as a musician, Gary has built an impressive list of aviation achievements since gaining his PPL at Blackbushe in 1980.

In 1981 Gary and Bob Thompson successfully flew around the world in a Piper Navajo. Their first attempt ended in India where they were arrested under suspicion of smuggling and spying!

Gary bought his Harvard, G-AZSC, in 1984 and one year later joined the Harvard Formation Team. As a key member for over seven years, he choreographed the team's last five display sequences, leading the solo and formation aerobatic sections throughout the team's history.

With over 750 hours on the Harvard and extensive display experience, Gary is also an Air Display Pilot Evaluator for the Civil Aviation Authority for formation and aerobatic display flying.

He holds licences not only for single engined fixed wing aeroplanes but also for multi engined fixed wing plus piston and turbine helicopters.

Norman Lees

Norman Lees learned to glide in Australia, gained his PPL in 1976 and in the same year joined the Royal Navy as a Commando helicopter pilot.

He served in Northern Ireland with the Navy and the Royal Air Force as an exchange officer, returning to the Navy for the Falklands conflict. After three years on Search and Rescue, Norman became an instructor on Sea Kings.

In 1988 he joined Dan Air as a First Officer on the Boeing 727, then moved to Metro Traffic Control as Chief Pilot for Dollar Helicopters but still instructs on the Sea King as a Lieutenant Commander in the Royal Naval Reserve.

Norman first flew the Harvard in 1984 and was a founder member of the Harvard

Formation team, leading it in 1990. He displayed the Royal Navy Historic Flights Fairey Firefly for three seasons and in 1990 ferried a Sea Fury across the Atlantic from Ohio to the UK. Norman is also an Air Display Pilot Evaluator.

Harvard 2B G-AZSC

Built by Noordduyn Aviation in Montreal, Canada in November 1943.

The aeroplane was with the RAF during World War 2 as FT323, and with the Dutch Air Force from 1946 until the mid 60's when it was retired and sold to a Dutch civilian. It returned to Britain in the early 70's. Gary Numan bought the aircraft in 1984 and had it painted in a fake Japanese scheme for air display purposes in 1985.

G-AZSC is now often used as the enemy in Pacific War battle re-enactments at airshows across Europe and so the Japanese scheme has been retained.

Harvard 2B G-BDAM

Built by Norrduyn Aviation in Montreal, Canada in 1943 as FE992 'AM served in Canada as part of The Empire Pilot Training Scheme until 1946, when it was transferred to the Swedish Air Force. In 1970 it was sold to its first civilian owner and entered the UK in 1973.

It now wears the colours of No. 5 (Pilots) Advanced Flying Unit, RAF Ternhill. The aeroplane is owned by Norman Lees and Euan English.

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5



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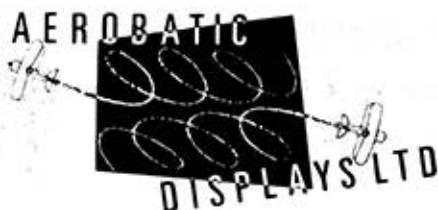
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26

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Nigel Lamb (37) has excellent aerobatic qualifications: he is the National Freestyle Champion and holder of the overall British Aerobatic Championship title for a record eight consecutive years.

He has flown over 1100 public displays in Britain; throughout Europe; in Africa and in the Far East.

He flies the German-built Extra 300, one of Walter Extra's latest contributions to aerobatics. The lightweight modern carbon fibre structure and 300hp Lycoming engine gives it a formidable power to weight ratio of 5.75 lb per HP in the display configuration.

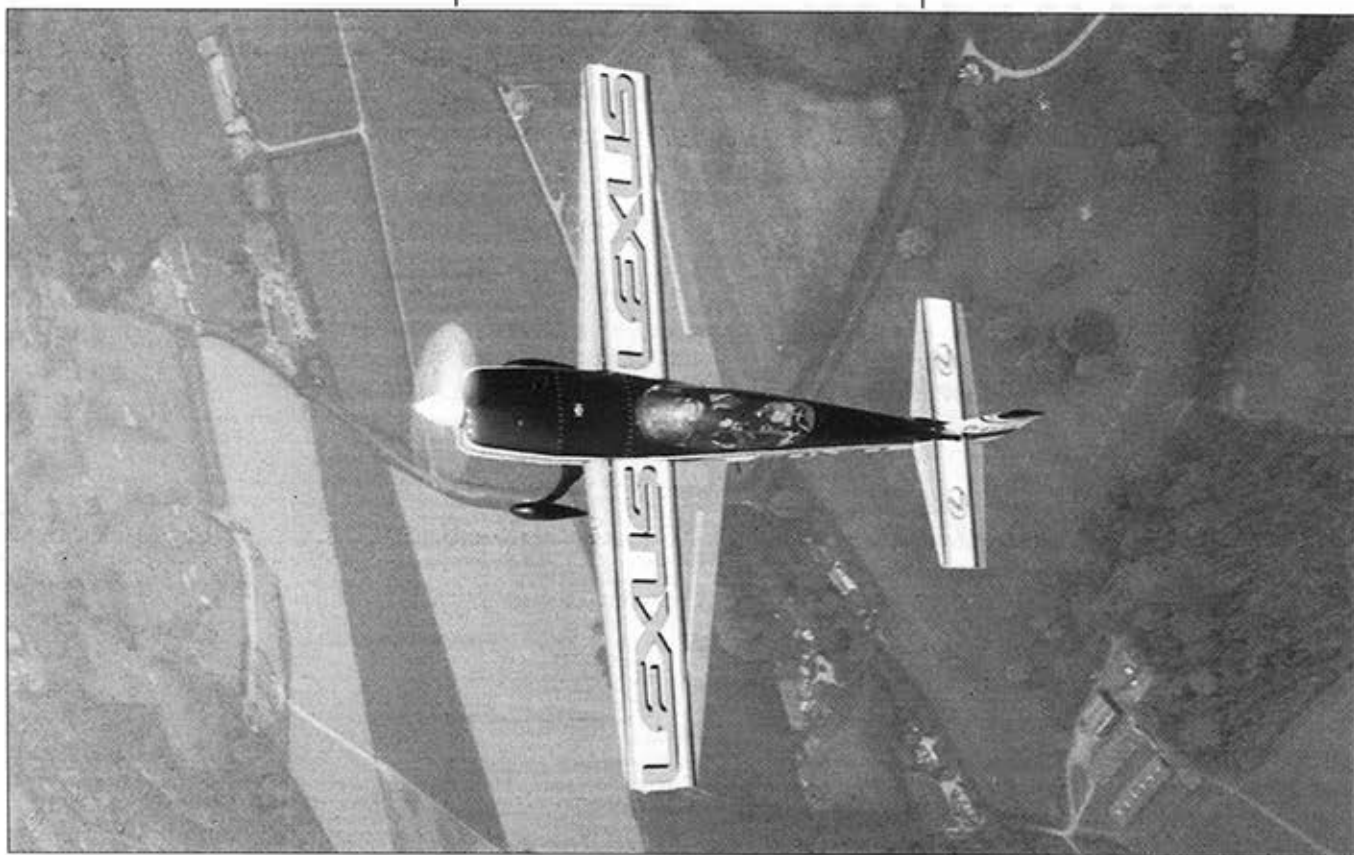
The combination of this performance, a roll rate of 300 degrees per second and G limits of plus and minus 10 makes this aircraft sensational to watch in the hands of a world-class pilot such as Nigel who makes use of the full spectrum of its flight envelope.



G Forces

The negative-G capability is where this aircraft differs so dramatically from military jets. In the Extra 300, Nigel can perform manoeuvres such as the Flick Rolling Loop where the aircraft changes direction all the time whilst rotating rapidly through a series of positive and negative flick rolls.

Most of the manoeuvres in the display exert very high 'G' Forces on the pilot: during a rapid pull-up to the vertical, Nigel will be forced into his seat by up to nine times his bodyweight; during a negative flick he will be thrown out against his straps by a force of up to eight times his weight - a force of 1400 lbs! In order to withstand such high forces, particularly the negative G loads, Nigel needs to fly very regularly so when not flying displays he spends a lot of time practicing for competitions.



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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, Martinsydes Scouts, RE5s and a Vickers Gun Bus. Later during the First World War the Squadron received Maurice Farman Shorthorns, Heri 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 Second 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 flew Hawker Tempests, Vampires, Canberras and Buccaneers before converting to the Tornado in 1984. On 11 September 1991 No 16 Squadron was disbanded only to be reformed on 24 January 1992 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.



Jaguar (Top & bottom)

16 RESERVE SQUADRON/THE JAGUAR OPERATIONAL CONVERSION UNIT cont...

Flight Lieutenant Andy Cubin

CFS RAF - 16 (R) Squadron/The Jaguar OCU

Flight Lieutenant Andy Cubin was born in 1962. He was a member of No 1331 (Stowmarket) Squadron ATC where he gained a Flying Scholarship, which he completed at Leicester Aero Club in 1980.

After obtaining his "A" levels, he joined the Royal Air Force in 1981 and completed his officer training at the Royal Air Force College Cranwell.

Following his flying training, Flight Lieutenant Cubin was posted to No 41(F) Squadron at Royal Air Force Coltishall in

1985 where he flew the Jaguar in the reconnaissance role.

In 1988 he flew the Jaguar with the Sultan of Oman's Air Force for four years during which he became a Qualified Flying Instructor.

After his time in the desert, he then completed a further tour at Coltishall, this time on No 54(F) Squadron before taking up his present appointment as a full time Jaguar Flying Instructor on the Jaguar Operational Conversion Unit at Royal Air Force Lossiemouth. Flight Lieutenant Cubin is single, and 1994 is his first year as the Jaguar Display Pilot.

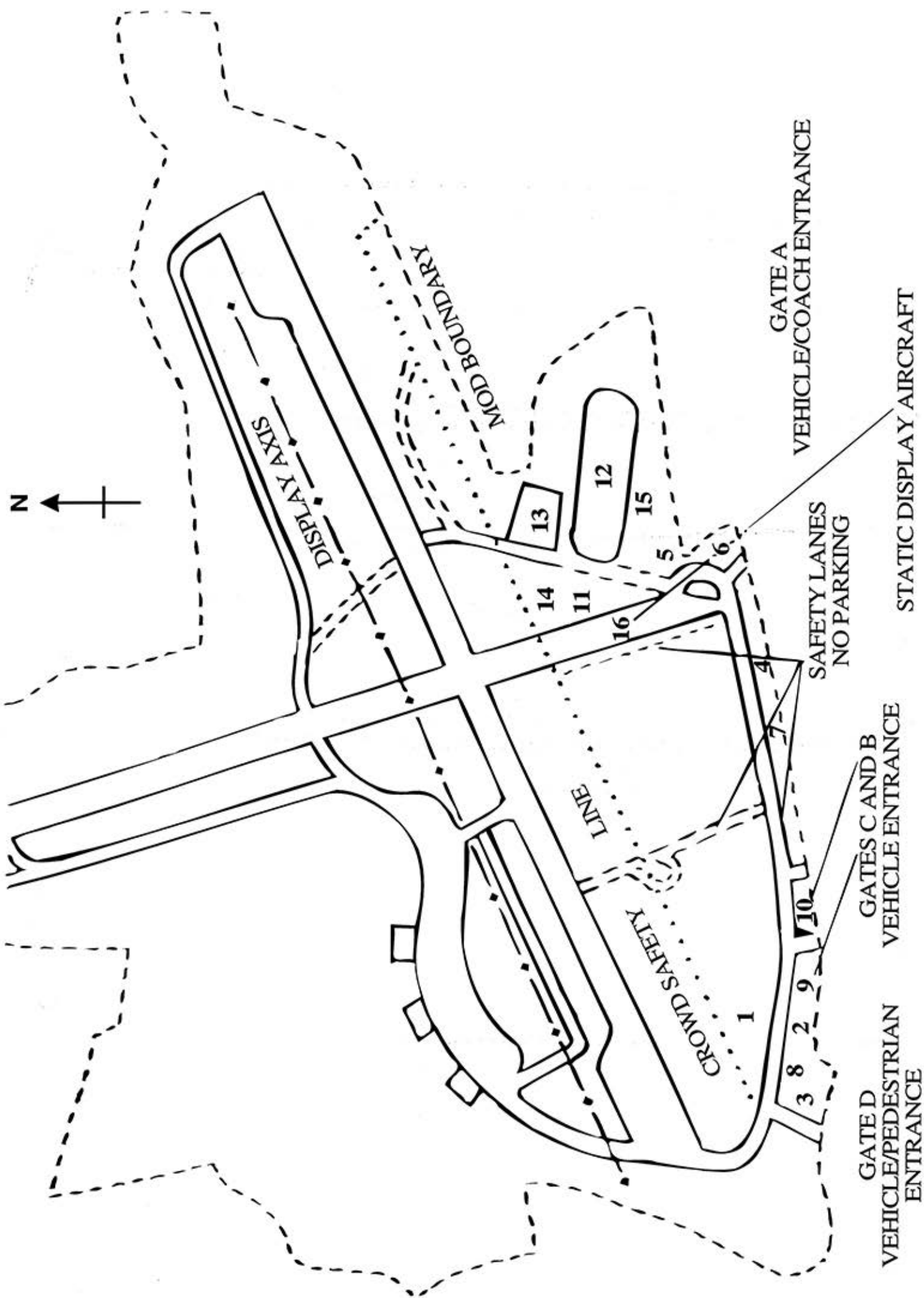


Flight Lieutenant Andy Cubin

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 |



THE BRITISH AEROSPACE NIMROD MR 2P

The Nimrod Maritime Reconnaissance MR 2P is a multi-role maritime patrol aircraft capable of Anti-submarine, Anti-shipping and Search and Rescue duties.

The Mark 1 Nimrod first entered service with No 201 Squadron in 1970. The basic airframe is an adaptation of the Havilland Comet, the world's first jet airliner with additions including a bomb bay, nose mounted radar, Magnetic Anomaly Detector (MAD) tail, Electronic Support Measures (ESM) and four uprated Rolls Royce Spey 250 engines.

During the Falklands, Nimrod was involved flying long range reconnaissance missions to protect the British Task Force and more recently in the Gulf War by enforcing sanctions and protecting Allied shipping from attack by Fast Patrol Boats.

To the present day, Nimrods are currently serving in the Adriatic acting in support of United Nations sanctions helping to enforce the blockade of illegal shipping to Former Yugoslavia. A standard 6 hour training mission will involve a departure from RAF Kinloss with a transit of approximately 1 hour to an open ocean area where the Nimrod will operate typically between 200 ft and 2000 ft.

During the "On Task" period acoustic and radar training against real and synthetic targets is carried out and to allow for ship photography the bubble windows forward of the wing can be fully opened.

The normal operating mode is to shut down two of the four Spey engines while at low level to save fuel because at any time Nimrod may be retasked onto a Search and Rescue mission. At these weights aircraft performance is such that it can still climb on one engine.

For night time investigation there is an extremely powerful searchlight which gives an output of 70,000,000 candle power. All 24 Nimrods are now based at RAF Kinloss and carry out regular deployments to bases in Cyprus, Gibraltar, Norway, Falkland Islands, Iceland, Oman, France, Canada and Sicily. As well as flying routine training and operational sorties there is always a Nimrod on the ground at Kinloss fully fuelled and loaded with dinghies and survival packs on 60 minutes readiness for Search and Rescue duties.

There are currently three operational squadrons based at Kinloss; 120, 201 and 206 with 9 crews on each, the Nimrod Operational Conversion Unit taking on the title of 42 Squadron in times of war.

Nimrod Display Format

The Nimrod will run in from the left at 300 ft and 200 knots. Abeam the crowd the aircraft will carry out a left-hand orbit to pass you again at 300 ft and 190 knots with the bomb doors open (the Nimrod has the longest bomb bay of any operational aircraft in NATO) and the co-pilot will illuminate you with the 70,000,000 candle power search light.

During the second orbit, 40 degrees of flap will be selected and the landing gear lowered to pass you at 300 ft and 160 knots in a 45 degree bank turn. The Nimrod will then angle-off by 70 degrees apply full power (48,000 lbs of thrust) and climb to 1,000 ft to fly a right-hand dumb-bell. This time the aircraft will pass you at 100 ft in the landing configuration i.e. 130 knots, landing gear down and 60 degrees flap. The aircraft will then turn off by 70 degrees, apply full power and raise the flap and landing gear to carry out one further dumb bell. The Nimrod will pass you one final time at 100 ft and 230 knots, pull up to 40 degrees pitch and climb to 4,000 ft. The flight engineer will fire a double yellow star Verey flare before a wingover is commenced which denotes the end of the Nimrod display.

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Did you know that the Red Arrows are only a phone call away? By calling the Red's Hot-line 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' Hot-line, you'll be contributing to two very worthwhile charities - the RAF Benevolent Fund and the Red Arrows' Charitable Trust.

Calls to the Red's Hot-line 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' Hot-line is produced by the Royal Air Force Benevolent Fund Enterprises, PO Box 1940, Fairford, Glos GL7 4NA.

THE BRITISH AEROSPACE NIMROD MR 2P cont...

The Crew (201 Squadron Crew 8)

Captain Flight Lieutenant Richie Ross (age 29) has spent the last 5 years totalling 1800 hours flying Nimrods. Richie has been the captain of Crew 8 since February 1994 and flew as the Nimrod display co-pilot for the 1993 season.

Co-Pilot Flight Lieutenant Andy Ross (no relation to the captain) has been flying Nimrods for almost 2 years and joined 201 Squadron in April 1993. Andy now has over 600 hours on the Nimrod.

Flight Engineer Sergeant Mark Emmott (age 31), has been in the RAF for 13 years spending 6 years as groundcrew and the last 7 years on Nimrods. This is Mark's third season on the display crew and he has 2300 hours on the Nimrod.

1st Navigator Squadron Leader Sel Williams joined the RAF as a Locking Apprentice in 1970 before becoming airman aircrew on Nimrods in 1976. He was commissioned as a navigator in 1980 flying in Phantoms before instructing student

navigators in the RAF and USA. Sel returned to Nimrods in 1992.

2nd Navigator Flight Lieutenant Kev Loader age 26 has now flown on Nimrods for over 3 years and has 1300 hours on the aircraft.

Air Electronics Officer At age 43 Flight Lieutenant Ron Cowe is the granddad of the crew. Having spent 5 years as ground crew on Lightnings, Flight Lieutenant Cowe then remustered as airman aircrew before getting commissioned in 1989, he now has over 5000 hours on the Nimrod.

Lead Dry Sergeant Stu Eyre age 30, heads the team that operates the radar ESM and radios. Sergeant Stu Eyres has been on Nimrods at RAF Kinloss for 5 years.

2nd Dry Sergeant Mark Widger is now in his 4th year on Nimrods and at age 24 is one of the babes on the crew. Mark now has over 1400 hours on the Nimrod.

3rd Dry Sergeant Mike Sprigg is the other youngster on the crew at a mere 24 years. Sergeant Sprigg has spent all his operational flying career on 201 Squadron at RAF Kinloss, spending 1600 hours in the air.

4th Dry Sergeant Simon Few is the newest member of the dry team. Age 33, Sergeant Few left the RAF for 18 months to become a diving instructor.

Lead Wet Sergeant Kev Ward heads the sonics team responsible for monitoring any sono buoys that have been dropped into the ocean to listen for submarines. Age 31, Sergeant Ward has now spent 6 years on 201 Squadron.

2nd Wet Sergeant Neil Campbell age 36 spent 2 years as a ground engineer servicing Vulcan bombers remustering as aircrew. Sergeant Campbell has now been on 201 Squadron for 3 years.

3rd Wet Sergeant Ralph Allmond joined Crew 8 in August 1993. Before he joined the RAF Ralph was an insurance clerk and now has over 300 hours on Nimrods.

4th Wet Crew 8 is unusual in that we have an extra sonics operator in the form of Flight Sergeant Andy Canton. Flight Sergeant Canton has a degree in microbiology but decided to join the RAF. After a tour on an other squadron and a ground tour in acoustic analysis he returned to flying duties in November 1993.

WESTLAND SEA KING

The most familiar role for the helicopter in the minds of the general public is that of Search And Rescue. The helicopter has achieved the hitherto impossible - to be able to find and snatch a survivor from the grasp of the sea in the most adverse of conditions.

However, it was not until 1975 that Westland managed to convince the RAF that there was a need for the SAR version of Sea King.

The Sea King crew has four members: the Captain, the Co-pilot, the Radar/Winch Operator and the Winchman. The latter is the man who will be suspended on the Winch and will be responsible for the

survival of any persons that are air-lifted - the winch can lift up to 600 pounds and has a maximum length of 245 feet.

The Sea Kings were initially based at Finningley (Squadron HQ) Boulmer (A Flight), Brawdy (B Flight), Coltishall (C Flight) and Lossiemouth (D Flight) and since late 1977 have provided the RAF's long range day/night all-weather SAR helicopter. It is also operated in the Falkland Islands from RAF Mount Pleasant.

The Royal Navy Sea King's are based at Preswick and Culdrose and do not maintain the same response time as the RAF Sea King's which is 15 minutes by day

and 45 minutes by night.

Training is constant - crews fly a maximum of 4 hours training per 24 hour period in order to practice the many and varied rescue techniques. Incidents vary from air-lifting injured seamen from ships, climbing accidents, mountain rescues, swimmers in difficulty, air ambulance flights, overland searches, and snow and flood relief work.

Recently, the Squadron HQ, as well as the RAF Sea King Engineering Wing and Sea King Training Unit, has been moved to RAF St Mawgan in Cornwall.

"B" Flight at Brawdy has also, unfortunately, been closed down.

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FLYING PROGRAMME

The flying display will be from 1300hrs to 1700hrs (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

1300	"75" Flypast 1 FTS Tucanos	flypast/depart
1302	Tucano	land
1303	Blue Eagles Display Team	display/land
1316	Sukhoi Display Team	take off/hold
1317	Hawk	display/land
1328	Sukhoi Display Team	display/land
1339	Harrier	display/land
1350	Blue Eagles	take off/depart
1351	Sea Fury	display/depart

1400-1500

1400	Nimrod	display/depart
1406	Extra 300	take off/hold
1407	RAF Sea King SAR Role Demo	display/depart
1418	Hawks	take off/depart
1419	Extra 300	display/depart
1428	Radial Pair	take off/hold
1429	Jaguar	display/land
1438	Mustang	take off/hold
1439	Radial Pair	display/land
1449	RN Gazelle	take off/hold
1450	Harriers	take off/depart
1451	P51 Mustang	display/land

1500-1600

1500	Bulldog (Red 10)	land
1501	RN Gazelle	display/land
1506	Hercules Role Demo	display/land
1515	Battle of Britain Memorial Flight	display/depart
1531	Tornado F3	display/hold
1541	Tucano	display/land
1548	Tornado F3	land
1550	RN Sea King AEW Role Demo	display/land

1600-1700

1601	Red Arrows	display/depart
1622	RM Freefall Team	take off/hold
1623	Mosquito	display/depart
1633	Firefly	take off/hold
1634	Wessex SH Role Demo	display/hold (York)
1647	Bulldog (Red 10)	take off/depart
1648	Firefly	display/land
1657	RM Freefall Team	display
1708	RM Freefall Team a/c	land
1709	Wessex	land

Static Display Aircraft

Dominie	Jetstream	Hawk	C-130 Hercules	Wessex	Nimrod	Jaguar	Tornado F3
Tornado GR1	Tucano	Firefly	YAK 52	Chipmunk	Stearman	SF 260	

Selection of: Light Civilian aircraft Microlights

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

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Group Captain D. Milne-Smith, RAF, Officer Commanding

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The City of Leeds Sea Cadet Corps

Harrogate and Nidderdale District Scouts

HQ West Riding Wing, Air Training Corps

St John Ambulance - Ouse Area

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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

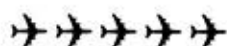
Squadron Leader M.C. Johnson, RAF

Air Traffic Controller

Squadron Leader A Radforth RAF, Senior Air Traffic Control Officer, RAF Linton-on-Ouse assisted by his control staff

General Commentator

Squadron Leader Keith Jackson, Pilotwise International plc



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