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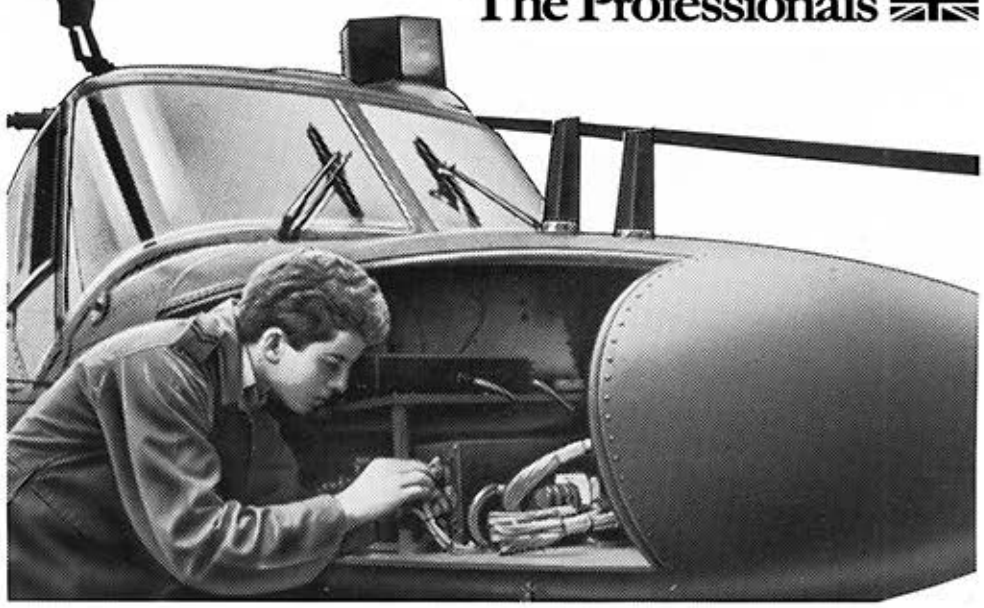

THE CHURCH FENTON AIR DISPLAY 1988

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LOOPING THE LOOP
— with the Slingsby firefly

GROUND DISPLAY AND EVENTS

TRADE STANDS

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PRESENTS
PLUS

HARVARD FORMATION TEAM
& SOUTH EAST ASIA COMMAND AERIAL BATTLE

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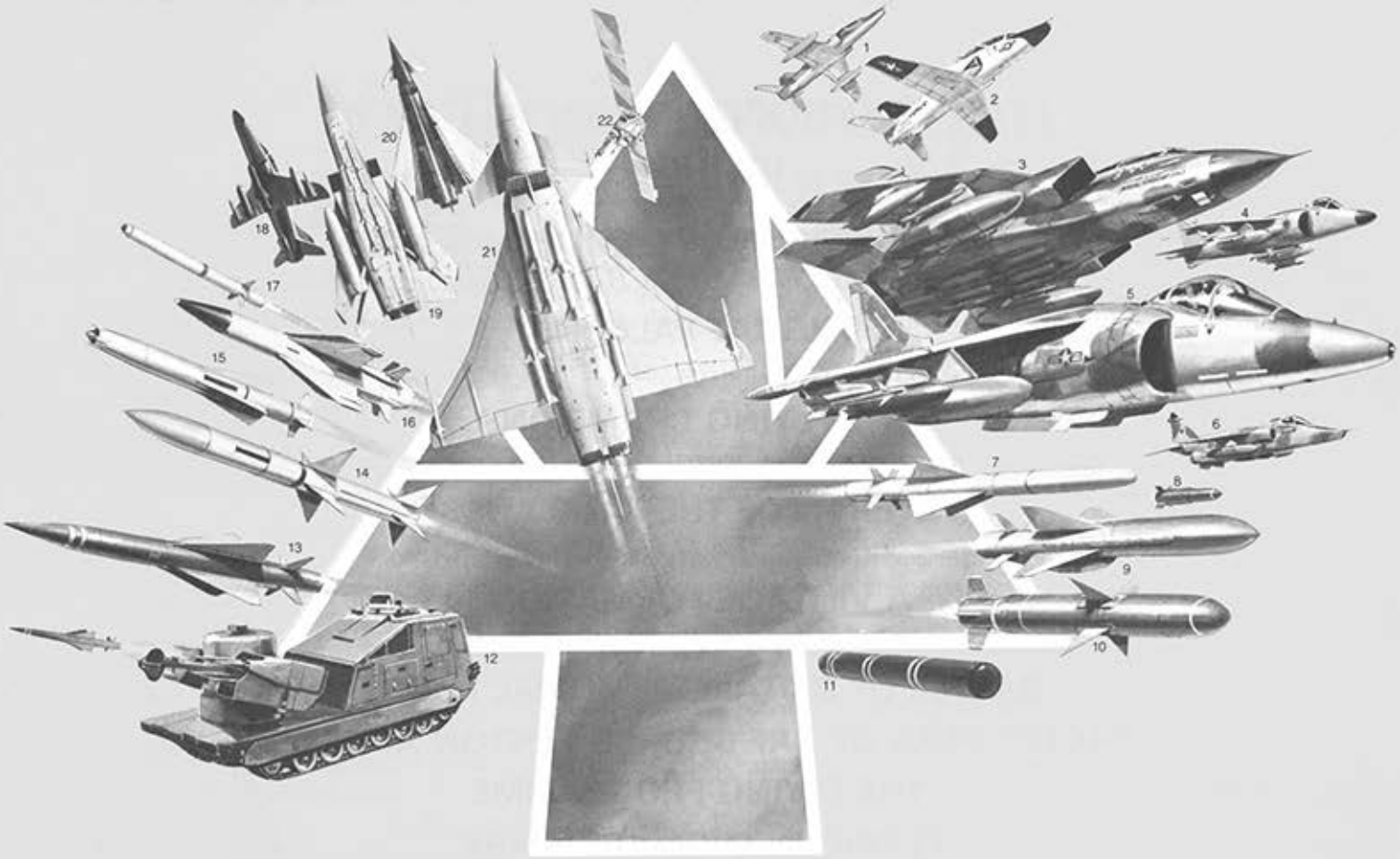

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A MESSAGE FROM THE CHAIRMAN OF THE SOLDIERS', SAILORS' and AIRMEN'S FAMILIES ASSOCIATION

A WARM WELCOME TO CHURCH FENTON

Once more I have pleasure in extending a warm welcome to you all. The annual SSAFA Air Display has come round again. It has been entertaining audiences since 1949 and has in consequence become one of the best air shows of its type to be held in Britain.

A day of spectacular entertainment for all the family, appreciated by air buffs and the non-committed alike. Apart from its entertainment value the show is vitally important to us at SSAFA, for it is a major fund raiser for the Association, which does so much to care for the families of Serving and ex-Service men and women.

On over 50,000 occasions last year SSAFA volunteers offered friendship and help to those with a Service connection who were in distress. There are the elderly — the women who spent the war years without their menfolk and who may now be alone again. Their numbers will increase dramatically over the next decade. There are those who have fallen prey to the poverty trap, or who are disabled or unemployed. It is to all these people, young and old alike, that SSAFA offers its practical advice and financial help. So your support today, means a great deal to us for it enables us to carry on with our work. Organising such a large scale event, involves an incredible amount of effort and this is only achieved with real team work. Many thanks to the Station Commander and to all his staff at RAF Church Fenton for their massive contribution to the success of the show. Also to the Yorkshire Evening Post for their continued sponsorship and for allowing us to use the services of Mr Allen Rowley, who not only helps to promote the show, but does a magnificent job as commentator.

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

I would like to mention everyone concerned but space will not allow. But I would also like to thank the entertainers, the spectacular and skilled Royal Air Force, especially The Red Arrows, the Army and Navy as well as those daring and death defying aerobatic pilots from home and abroad, who lend their support. Supremely professional they are here to thrill and entertain. Thanks to you all.

Finally, I would like to express particular gratitude to Superkings for their financial assistance and to you the spectators for giving your support to SSAFA. May I wish you a great day's entertainment.

Peter Herbert.

SUPERKINGS PRESENT A VINTAGE FORMATION

The Harvard Formation Team before take-off.

POP STAR FLIES IN TEAM

An unusual and entertaining format makes for a popular spectacular when The Harvard Formation Team presented by Superkings display their vintage aircraft.

Flying ex-military aircraft this formation display team the only one of its kind in Europe has been popular with enthusiasts since its formation in 1983.

Nostalgic to both sight and sound all the aircraft in the Team wear authentic military markings of their period, and are still flying in close company, forty years after they were in regular Air Force use.

The nucleus of five pilots in the Team are amongst the most experienced Harvard pilots in Europe, flying an average of sixty hours on the aircraft each year.

Anthony Hutton, the leader, has displayed aircraft ranging from the Lysander to the Yak 11 over the past fifteen years and all pilots are members of the HAA Register of Pilots. The other members of the team, Euan English, Peter John, Norman Lees and Charles Everett, are all regular aviators with professional pilot training. Other well known pilots join the team on occasion, including Ray Hanna, Alan Lurie and Peter Jarvis. Norman Lees is a member of the Royal Navy Historic Flight.

Flying in an aerobatic slot in the team is Pop star and aviation enthusiast, Gary Numan.

The team grew from Anthony Hutton's idea to create an informal association of Harvard owners in the UK. The main purpose to allow owners and pilots to correspond on the operating and maintenance problems of their aircraft, flying into various functions around the country to meet and talk about their machines.

From this grew the formation team, made up of a small group of Southern England based pilots, displaying at airshows around the UK and Europe during the summer months.

50th ANNIVERSARY YEAR

1988 is the 50th Anniversary year of the Harvard. Most Air Forces in the free world used this aircraft as an advanced trainer for their pilots and many, including the RAF at Boscombe, still have them on charge fifty years later.

The team will be supported by their own Commentator, Jerry Mead, who is a pilot, engineer commentator and enthusiast

AERIAL BATTLE

The C45 Beech Expeditor (SEAC) V "ZERO" is a twin engined VIP transport used in South East Asian Command 1944 and will be displayed with Gary Numan's "Zero" Harvard, with support from a pair of Harvards. Both the C 45 and Zero carry smoke which results in an exciting and realistic aerial battle which is enhanced by Jerry Mead's amusing commentary.

The C 45 is flown by Pete Treadaway accompanied by engineer, Mark Smith. They are escorted by two Harvards from the Team who run for cover when Gary Numan's Zero simulates attack. The C 45 is shot down with one engine on fire and the escorting pair of Harvards then successfully shoot down the Zero in smoke. A gripping event guaranteed to gain your complete attention, which Superkings are proud to present.

The Harvard Formation Team of vintage aircraft. The only vintage formation team in Europe.

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A YORKSHIREMAN'S AEROBATIC DISPLAY CAP 10

The CAP 10 flown by Alan Wade in the Cranfield Air Display.

Alan Wade, who will be flying the CAP 10 in the Cranfield A1 Display, was born in Yorkshire in 1961 and started flying at the age of fourteen. He has subsequently flown around three thousand hours on some fifty different types of aircraft.

Chris Kelleher who also flys the CAP 10, is 30 and works for the Ministry of Defence as a scientist at the Royal Aircraft Establishment, Farnborough. He learned to fly when seventeen and was awarded an RAF Flying Scholarship, whilst a member of the Air Training Corps. Whilst at University he was a VR member of the University of London Air Squadron, training on Bulldogs.

The CAP 10 is a two-seater aerobatic monoplane, especially developed for Advanced level competition aerobatics and aerobatic training. Built in France, where it is used extensively by aerobatic clubs and also by the French Air Force.

Of wooden construction, giving a light aerodynamically clean structure which may be flown to +6g, −4.5g and cleared for all aerobatic manoeuvres, it is powered by a 18 HP fuel injected Lycoming piston engine which is equipped for inverted flight of unlimited duration. The CAP 10 is a delightful aeroplane to fly, with viceless handling and has a cruising speed of 155mph and a range in excess of 500 NM.

The majority of the aerobatic manoeuvres seen today, were discovered by the early aviators around the First World War. International competition aerobatics began in Europe in the late 1920's. 1955 saw them in their modern form and it has now grown into a fiercely competitive international sport across the world.

THE FLYING CHAMPIONS

A top international aerobatic team, the Marlboro Aerobatic Team will fly into Church Fenton with a breathtaking display of formation, synchronised and solo flying, bringing all the extraordinary excitement of three dimensional aerial freedom.

The team has established an international reputation for their excellence in demonstrating piston-engined aerobatics in their rugged Marlboro Pitts Specials.

Team leader, British Aerobatic Champion Nigel Lamb, and his partner, Richard Manning, will do a 12-minute all action display which features this year, amongst others, both the *Roller Coaster* — when both aircraft speed down a 45° dive . . . upside down and trailing smoke; Dick rolls erect seconds before Nigel pushes his Pitts up to minus 5 'G' with only two sets of restraining straps preventing him from being catapulted from his seat, while Dick pulls his aircraft to plus 5 'G'; his body forced down into the cockpit at five times its normal weight . . .

Then there is the *Corkscrew* when Dick's propeller is just a few feet below the leader's seat as both planes rotate through an imaginary barrel lying on its side in the sky!

Look out for the *Head on Passes* when the pilots have a closing speed of over 360 mph and are separated by only a few feet!

Mid-way through the display NIGEL LAMB dives in to give a demonstration of some of the manoeuvres he flew to retain his British Title for 1988, before the team join up for a further series of synchronised and opposition manoeuvres, culminating in their famous finale, the *Marlboro Break* — their salute to the Show.

A thrilling event which demonstrates the incredible versatility of the amazing Pitts Special — which can turn through 360° on its axis in the wink of an eye!

The Pitts Special is a highly specialised, purpose built machine designed to withstand the stresses of high speed aerobatics. About half the weight of an average family car, it has a cruise speed of 145 mph, a maximum diving speed of 205 mph and rate climb of 3,000ft per minute. Its power comes from a 200 hp Lycoming engine.

The Marlboro Aerobatic Team in Formation Display, which requires perfect judgment. The biplane design of the Marlboro Pitts Special allows it to withstand the extreme stresses of top class aerobatics.

No strangers to Church Fenton are the Marlboro Team pilots.

NIGEL LAMB, a 31 year old ex-Rhodesian Air Force pilot, now in his eighth season with the Marlboro team. In addition to flying formation displays, Nigel is a dedicated competition aerobatic pilot. After being selected to represent Britain in the 1986 World Championships, he won the British National title within his first year of entering the sport. Last year saw Nigel win every major national competition in the 'unlimited' class, including the British Freestyle Trophy and he retained his National Championship title. Nigel also achieved an excellent 8th place in the 1987 European Championships in West Germany, as the highest placed British pilot.

RICHARD MANNING is the newest member of the Marlboro Team now entering his third year with them. Trained on the Jet Provost, and after winning the Flying Trophy for his course he was recommended to fly Fighters. A tour on Lightnings in the UK and Cyprus was followed by a spell as an instructor teaching advanced flying training on Gnats. Dick has recently been 'on loan' to the Sultan of Oman's Air Force flying Hunters and Jaguars and he stayed in the desert for eight years. The opportunity to fly with a professional aerobatic team was too much to resist and he says that even with over 3000 hours on single-seat fighters to his credit, formation aerobatic display flying is a very different challenge — extremely demanding but very satisfying.

THE BATTLE OF BRITAIN MEMORIAL FLIGHT

At Royal Air Force Coningsby they are keenly aware of the unique privilege and responsibility they share in maintaining and flying the aircraft of the Battle of Britain Memorial Flight. The Lancaster, two Hurricanes and four Spitfires evoke moving and rewarding reactions for spectators at air shows each year. . . A heritage of great value they are cherished by a small dedicated team of ground-crew, and the aircrews who willingly give up their spare time to fly these magnificent irreplaceable aircraft.

THEIR STORY

The Battle of Britain lasted from the 10th July until 31st October 1940, and was a crucial time in the history of the Second World War.

When the Battle of Britain started the Germans had 2600 aircraft in Northern France and the Low Countries — 1200 long range bombers, 220 single-engined fighters and 140 reconnaissance aircraft. Against these RAF Fighter Command could only muster 603 Spitfires and Hurricanes. Of the five phases in the battle the most critical one was from 24th August-6th September when the Luftwaffe bombed airfields in south-east England in an attempt to clear the air over Kent and Sussex. During this period 280 British pilots were killed or seriously wounded, with a total loss to Fighter Command of 915 aircraft against 1733 bombers and fighters lost by the Luftwaffe. The Luftwaffe attempt to eliminate the RAF failed and during October 1940 the daylight offensive was called off.

THE SPITFIRE

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

THE HURRICANES

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

The flight was formed at RAF Biggin Hill in July 1957 to commemorate the Service's major Battle Honour and to serve as a reminder of the vital role played by the Royal Air Force in the defence of the country.

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

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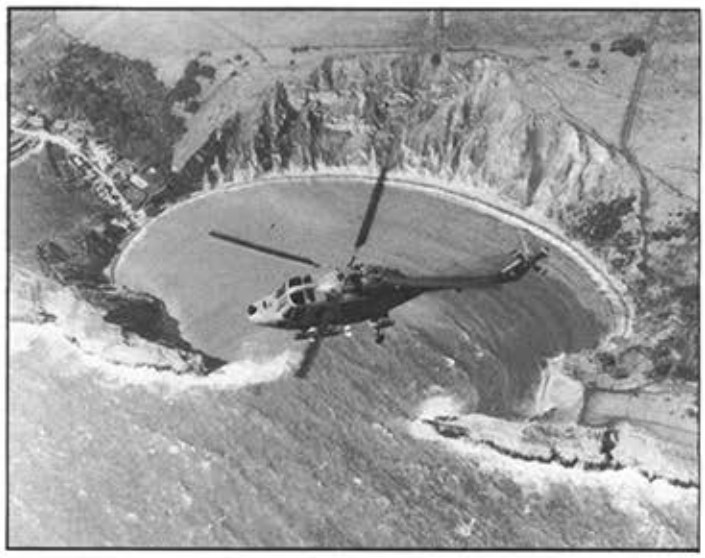
The Navy and the Lynx



The Royal Navy Lynx in action.

The Royal Navy's Lynx training squadron, is based at RNAS Portland, HMS OSPREY, near Weymouth. The 702 Naval Air Squadron has thirteen Lynx HAS MK3 helicopters and is tasked to train all Lynx aircrew and maintenance ratings to a standard that enables them to join a front-line Lynx flight.

Pilot and Observer students spend six months on the Squadron and there are normally five courses each year. The first month and a half is spent converting to the Lynx during the Advanced Flying Training phase. The remainder of the course is spent on Operational Flying Training. One weekend is spent at a foreign airfield to gain knowledge of foreign air traffic control procedures.

Students spend several hours in the Lynx Full Mission Simulator and once training is completed, they are transferred to 815 or 829 Naval Air Squadron for operational flying on a front-line ship's flight. Navy Lynx are currently employed as far afield as the Persian Gulf, Australia, Caribbean and North Atlantic. The maintenance training cell is also responsible for the training of Junior Rates and Senior Rates. There are three trades: Mechanical, Radio and Weapons, and Electrical. Once trained they too qualify to join a front-line ship's flight to maintain the aircraft.

The Lynx Crew

The Royal Navy Lynx team ready to go.

JOHN RETURNS TO HIS HOME GROUND

Lieutenant John Dundon RN.

Pilot John Dundon, a member of the 1029 (Thirsk) Squadron ATC, first flew from RAF Church Fenton in a Chipmunk Aircraft in 1969.

Joining the RN in 1973 as an apprentice helicopter engineer John, was promoted to commissioned rank in 1981 and awarded his wings in 1983.

As a Lynx pilot John, has served with Leander Class Frigates, HMS Phoebe and Argonaut, before becoming a Navy Lynx Simulator Instructor in 1987. The majority of his pupils are trained aircrew from 702 Naval Air Squadron, whose aircraft is flying in the SSAFA Air Display today.

Lieutenant Jim Wallace RNR

Lieutenant Jim Wallace is now a Royal Naval Reserve (Air Wing) Officer and his presence here today is part of his annual two weeks' refresher training on the Lynx aircraft.

In his role as airborne tactician and navigator, Jim's tours of duty included Sea King helicopters during which he saw active service in HMS Invincible during the Falklands conflict, Lynx helicopters as Flight Commander of a seagoing Lynx flight, and Jetstream aircraft in which he taught air navigation to student observers.

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This method of giving to charity is straightforward and makes the most of your money for charity. You give a fixed amount regularly from your pay and your employer deducts the money before your pay is taxed. So money, which would have gone in tax, goes instead to charity. Each £1 you give will include the 25p which would have gone to the taxman and will only cost you 75p.

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TOTAL			

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Signature

Date

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BS2

DIRECT FROM DENMARK

The Red Arrows 1988 — raring to go. The team at the ready.

Once more the Red Arrows will be thrilling the crowds at Church Fenton, with their stunning performances. Flying in from Denmark the Red Arrows are an RAF Squadron with a primary role in peace of demonstrating teamwork and excellence of performance demanded of all RAF personnel.

Their brilliant red aircraft are a hallmark, but in time of war they would be camouflaged and armed with a 30 mm cannon and Sidewinder Missiles.

The nine pilots making up the 1988 team have varying backgrounds and are a cross-section of the RAFs fast jet aircrew. Between them they have amassed some 24,000 flying hours and most have served for at least 10 years in The Royal Air Force. They normally stay with the Red Arrows for three years, after which they return to normal duties.

When not flying they are busy answering massive correspondence from the public as well as planning new displays.

Three new pilots are introduced each season so that a stable foundation is maintained in the team. They are trained during winter.

Before flying today the team will be briefed by the Team Leader on the weather, the display sequence, obstacles and any vital information relevant to the site. The type of show you will see, will depend on the weather conditions. There are three options, excellent conditions — the full looping sequence; the rolling show — in moderate weather; and the flat show in poor conditions. They even have a variant if the weather is variable.

COME THE RED ARROWS

THIS YEARS TEAM

The Leader, Squadron Leader Tim Miller 35, joined the RAF in 1972. After training he flew Hunters with Nos 45 and 58 Squadrons, then moved to the Harrier serving with No. 3 (F) Squadron in Germany. On completion of a Weapons Instructor Course he was posted to No. 1 (F) Squadron prior to joining the Red Arrows in 1981. He did his three years and went back to the Harrier as a flight commander returning to the Red Arrows as Team Leader for the 1988 season.

Team Leader: Squadron Leader Tim Miller

Red Two: Flight Lieutenant Guy Bancroft-Wilson

Red 2 GUY BANCROFT-WILSON

Flight Lieutenant Bancroft-Wilson is in his second season with the Team. He joined the RAF in 1977 and after training joined No. 19 (F) Squadron Phantoms. After a 4 month tour in the Falklands on No. 23 (F) Squadron he was posted to No. 63 Squadron at RAF Chivenor in Devon and was a qualified Tactics and Weapons instructor on the Hawk. In 1986 he was the Strike Command Hawk display pilot.

Red 3 DOM RILEY

Flight Lieutenant Dom Riley, joined the RAF in 1976 and after training flew Phantoms with No. 92 Squadron in Germany. Then followed another tour on Phantoms with No. 43 (F) Squadron at RAF Leuchars during which time he was detached to the Falklands Islands for four months. He was then posted to No. 63 Squadron at RAF Chivenor where he was a Tactics land Weapons Instructor. This is Dom's first season with the team.

Red Three: Flight Lieutenant Don Riley

Red Four: Squadron Leader Pete Collins

Red 4 PETE COLLINS

Squadron Leader Pete Collins has had two tours flying Harriers in Germany with Nos 3 (F) and 1V (ACO) Squadrons and a short tour at RAF Chivenor flying the Hawk as a Tactics and Weapons Instructor. During the Falkland crisis he was sent on loan service to the Royal Navy and flew the Sea Harrier, with 809 naval Air Squadron, from *HMS Illustrious* on Falkland Island Air Defence. He is with his third season with the Red Arrows and is this year's deputy leader;

Red 5 STEVE JOHNSON
Flight Lieutenant Steve Johnson joined the RAF in 1978 and after completing flying training was posted to No. 1V (ACO) Squadron RAF Gutersloh in Germany flying the Harrier. He completed two tours on the Harrier GR3, where he qualified as a Fighter Reconnaissance Instructor, also flying operation tours in the Falklands and Belize. In 1987 he finished his second tour in RAF Germany as the Harrier display pilot.

Red Five: Flight Lieutenant Steve Johnson

Red Six: Flight Lieutenant Adrian Thurley

Red 6 ADRIAN THURLEY
Flight Lieutenant Adrian Thurley, joined the Royal Air Force in 1975. After training on Jet Provosts, Gnats and Hunters he was posted to No. 16 Squadron in Germany flying Buccaneers. His next tour was as a Tactics and Weapons instructor with Nos 234 and 79 Squadrons based at RAF Brawdy in South Wales. He joined the Red Arrows in 1985. This year he leads the Synchro Pair.

Red 7 JOHN RANDS
Flight Lieutenant John Rands, learned to fly with the Air Training Corps and is a keen glider pilot, becoming a member of staff on No. 643 VGS at Lindholme. He joined the RAF in 1978 and after training spent the next five years flying Lightnings with No. 5 (F) Squadron at RAF Binbrook, including a four month tour of duty as an operations officer in the Falklands. During his time at Binbrook, John qualified as an Interceptor Weapons Instructor on the Lightning Training Flight. This is John's second season with the Team and this year he flies as the No. 2 of the Synchro Pair.

Red Seven: Flight Lieutenant John Rands

Red Eight: Squadron Leader Jeff Glover

Red 8 JEFF GLOVER
Squadron Leader Jeff Glover's first tour was as a Flying Instructor on the Hawk. He then converted to the Harrier and during the Falklands conflict he flew with No. 1 (F) Squadron from *HMS Hermes*. On his second operational sortie he was shot down by ground fire and taken prisoner. In 1986, after five and a half years on Harriers, he joined the Central Flying School, where he has flown a variety of aircraft. This is Jeff's first season with the Team.

MANAGER

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

Team Manager: Squadron Leader Henry Ploszek

Team Engineer: Flight Lieutenant John Williams

ENGINEER

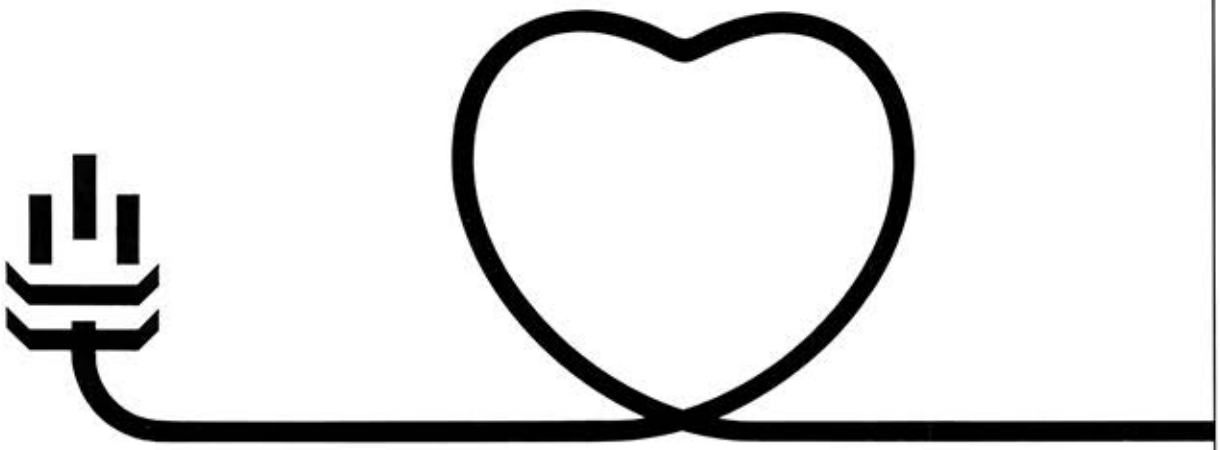
Flight Lieutenant John Williams is in his fourth season with the Team. He joined the Royal Air Force in 1983 and after training completed a tour as the Junior Engineering Officer of No. 5 (F) Squadron operating Lightnings at RAF Binbrook.

The team has a travelling Ground crew referred to as the 'First Line' a close knit team of 26 skilled and dedicated tradesmen, commanded by Flight Lieutenant John Williams and supervised by Flight Sergeant Ben Roper.

Red 9 MIKE CARTER

Flight Lieutenant Mike Carter, learned to fly when 17 through an Air Training Corps Flying Scholarship. He joined the Royal Air Force in 1976 and now has over 2700 flying hours. His first tour was as a Flying Instructor on the Hawk at RAF Valley. After conversion to the Harrier in 1983 he completed a tour with No. 3 (F) Squadron at RAF Gutersloh in Germany and a short tour with No. 223 (Harrier) Operational Conversion Unit at RAF Wittering. Mike was the Support Command Solo Hawk display pilot in 1981 and during 1986 he displayed the Harrier. This is his last season with the team.

Red Nine: Flight Lieutenant Mike Carter



We'll always put our energy
into helping.

ELECTRICITY
Energy for Life

THE SKYHAWKS SWOOP INTO CHURCH FENTON

The Skyhawks swoop into Church Fenton. An award-winning aerobatic team flying the Fournier RF4D motoglider.

A new identity has been given to the award-winning aerobatic team flying the Fournier RF4D motorglider — now known as The Skyhawks.

To go with their new identity, the Skyhawks Aerobatic team have refined their spectacular "aerial ballet" routine, enhancing its established reputation for high quality, creative display flying.

The combination of two of Britains' best professional display pilots and special features such as wing-tip smoke systems plus a music sound-track provide one of the highlights at Church Fenton.

John Taylor leads the team

Leading the team is John Taylor, embarking on his tenth consecutive professional season and regarded as one of the country's most experienced display pilots. He had seven years flying Tiger Club aircraft in displays such as the Sampe Duo, Biplane Four, Standing-on-the-Wing and leading the Turbulent Formation for two seasons.

He turned professional in 1978 by embarking on a Ford sponsored tour abroad, displaying a solo Pitts Special. He visited 17 countries in over a three year period. He followed this with a series of solo and team display operations in the UK, leading the Marlboro Team in 1981, and Flying at Farnborough in 1982 and 1984 with the Firefly Demonstration Team. The Fournier Duo, is his brainchild and it made its first public appearance in July 1983.

Mike Dentith makes the magic

Mike Dentith, is responsible for making the magic work, by consistent and accurate flying throughout each display sequence. This year he will use every ounce of performance available from a very low powered machine.

In his third full time season with the team, his skills are such that he can draw on a wealth of flying experience in all kinds of weather to make each control input an exact duplicate of the leader. Following a time honoured tradition of making the difficult look easy.

Mike also started with the Tiger Club, flying six seasons with the Turbulent Team. He became involved in Precision Flying as a concept introduced in the UK during the 1970's. There is a strong thespian talent in his family, which undoubtedly gives him his flair.

The Fournier RF4D

The Fournier RF4D remains in its standard configuration with the addition of the custom made wing smoke system, and the familiar red, white and blue livery. The teams' operating company is researching a series of test-bed engines for future use. This year, the trusty VW powerplant remains with the 40hp Rectimo engine proving the quiet elegance of this display.

Performance figures are: Top speed — 155mph, minimum — 45mph. All wood construction with light-weight polymer skinning stressed to +6g and −3g. The RF4 has three hours flight endurance at a cruise of 105mph.

The Skyhawks routine lasts for ten minutes and has a number of refined maneouvres not seen before. It retains the distinctive hall-mark features like the famous 'gliding mirror' and the breathtaking 'carousel' plus close coupled formation maneouvres with their wings and fins only three feet apart.

The Skyhawks have been widely seen in France, Germany, Belgium, Holland and Switzerland and last winter conducted a prototype display in the Maritime Alps, starting at 10,000ft. above sea level over a ski resort — no mean feat considering the tiny engine.

THE FOCKE-WULF 190

A half scale replica of the famous World War II Focke-Wulf 190, flown by Rod Dean.

A half scale replica of the famous World War II German Fighter the original Focke-Wulf 190 entered service with the Luftwaffe in 1941 and immediately out-classed the current RAF fighters which were ranged against it. This situation lasted until June 1942 when the Spitfire Mk, 9 matched the Focke-Wulf 190's performance.

Outstanding German fighter plane

Designed by famous German designer, Kurt Tank, the F-W 190 became the outstanding German fighter of World War II, even influencing some of the latter generation of British fighters, particularly the Hawker Fury.

The F-W 190A was fitted with a BMW 801C, 14 cylinder radial engine, giving a maximum of 1660 hp, although latter models used the Daimler-Benz Db 603 V-12 engine. The F-W 190A had a maximum speed, at sea level, of approximately 350 mph.

Half scale replica

The replica, although only built to half scale, follows, accurately the original. Seen in the colours of a Luftwaffe squadron operating in France in late 1944, the replica follows a modern construction with a basic wooden framework around which are fitted ply formers giving an accurate outline shape. The space between the formers is filled with expanded foam which is cut and sanded to shape prior to skinning with multi layers of glass cloth. This gives a very light but strong and accurate airframe. The strength of the air frame is clearly shown by approval to +6 "g" but for normal display use +4 "g" is sufficient. Hidden under the radial cowling of the replica is a Rolls-Royce Continental 0-200 flat 4, aircooled engine.

With less power than the original, the 120 hp or so of the replica gives a very good performance with a cruise speed of 140 mph and a maximum of 190 mph at sea level.

Built in UK

Built in the UK to plans supplied by War Aircraft Replicas of California; F-Wulf has been fitted with a tuned exhaust system to give enhanced engine note and to make it more representative of its full size parent.

Flown by owner Rod Dean

The aircraft is owned and flown by Rod Dean. Rod left the RAF in 1984 after 21 years service, as a Squadron Leader, flying Hunters and Jaguars, with some time on Hawks and Meteors. He now has a total of 5000 flying hours.

Most of Rod's time in the RAF was spent in the Middle East or instructing on training units in the UK. For two years, 1972 and 73, he was the Hunter display pilot for Fighter Command. Rod Dean is now Customer Services Manager with British Caledonian Flight Training.

At the Air Show Rod Dean will give a fully aerobatic presentation which will show the aircraft at its best.

Sail into a career with the Royal Navy

Are you interested in a career with the promise of a world of travel and plenty of excitement?

Then think about the Royal Navy.

There are opportunities for you as an Officer, Engineering Technician or Rating, depending on your qualifications.

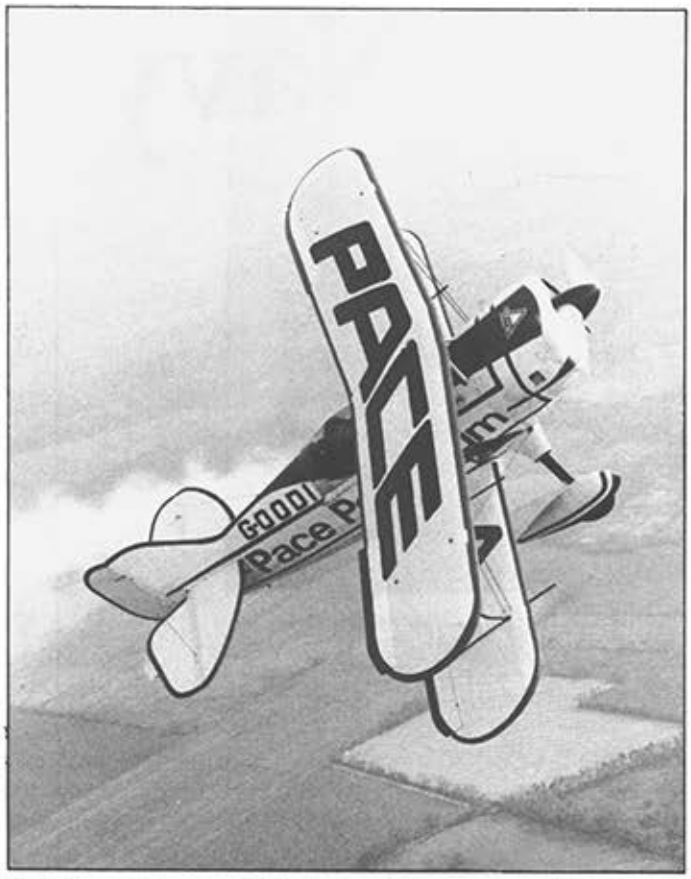
There are openings in seamanship, engineering, flying, the Royal Marines, Women's Royal Naval Service and Queen Alexandra's Royal Naval Nursing Service.

For an insight into a life on the ocean wave, call in at the Royal Navy & Royal Marines Careers Information Office, 36 Wellington Street, Leeds LS1 2DL.

ROYAL NAVY

The Armed Forces are Equal Opportunity Employers under the terms of the Race Relations Act 1976.

RICHARD GOODE AND THE ULTIMATE PITTS



The Ultimate Pitts — G 001 designed 35 years ago with a 601 hp engine — has performed 500 aerobatic displays throughout Europe.

One of the Best known British display pilots, Richard Goode, is single, 39 and a Director of a Management Consultancy.

Richard has been flying for 16 years, concentrating on aerobatics for the last 13. He acquired a Pitts at the beginning of 1978 and came fourth in the British Championships of that year and this was only his fifth competition appearance!

On the strength of this achievement he was selected for the 1978 British Aerobatic Team for the World Championships.

The following year he won the selections for the British Aerobatic Team and came second in the British Championship. He was again in the British Team for the 1980 World Championship in the USA (where he was 16th overall), and was Captain of the British Team for the European Championship in 1981, and the World Championship in 1982.

More recently Richard was selected as the sole pilot to represent Britain in the "Champion of Champions" competition held in Australia in 1984.

Richard Goode currently performs over 100 public displays a year. Severely injured in the summer of 1984 when his aircraft suffered structural failure while too low to parachute, he was flying within days of discharging himself from hospital and is now back on top form.

The Ultimate Pitts: G-00D1

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

This Pitts, appropriately registered G-00D1, began as a standard SIS with 180 horsepower, but over four years it has been modified and refined with the aim of producing an aeroplane capable of the most exciting aerobatic displays as well as being a real contender for World Championship honours.

It is now equipped with: a 230 horsepower engine; variable-pitch propeller; lightweight wings and fuselage; very large control surfaces, all with aerodynamic servos, and detailed attention to streamlining. Its performance when flying is amazing, made even more incredible by its extremely small size.

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

Details of construction:

Wing Span	17.3 feet
Length	15.5 feet
Weight Empty	830 lbs
Maximum All-Up Weight	1150 lbs
Power unit	Lycombing 4 Cylinder (Highly modified)
Power	230 Horsepower
Propeller	M.T. 2-Blade Variable-Pitch
Maximum Diving Speed	230mph
Maximum Level Speed	185 mph
Maximum Cruising Speed	155 mph
Maximum Range	400 miles
Rate of Climb	3,400 ft/min
Rate of Roll	220 per second
"G" Limits	+10g, −8 b

SITS. VAC: NO PREVIOUS EXPERIENCE REQUIRED.

Ever dreamed of flying in a fast jet like the Tornado GR1? We could make your dream come true. Because the RAF have vacancies right now for Pilots and Navigators.

It takes two to fly a Tornado. The Pilot concentrates on getting where you're going, fast. The Navigator concentrates on what you're doing, choosing the weapons systems and the Electronic Counter Measures you'll need. Together, you make the Tornado one of the most effective weapons in NATO's vital front-line defence.

If you already know something about flying, that's great. If you don't, we'll teach you everything you need to know for your part in the Tornado's double-act.

For instance, we'll take a Pilot from flying a Chipmunk on to a Jet Provost. Then to a Hawk and on to a Tornado GR1 travelling at 250 feet at high speed.

Both Pilot and Navigator earn at least £8,132* a year during training. And you'll enjoy one of the most exciting careers in Britain.

As part of your career progression, you will have opportunities to develop your leadership and management skills to fit you for senior executive appointments.

WHAT NOW?

To apply to join the RAF as a Pilot or Navigator, you must be at least 17. The upper age limit for Pilots on entry is 24 and for Navigators 26. You need at least five acceptable GCSEs or equivalent. If you are studying 'A' levels and planning to go to university, ask us about RAF Sponsorships.

To find out more, please write to Group Captain Peter Canning, at (AB) Officer Careers (SSAFA/88), Stanmore HA7 4PZ, giving your date of birth and your present and/or intended qualifications. Or call in at any RAF Careers Information Office (in the phone book under Royal Air Force).

*1987/88 pay scales.

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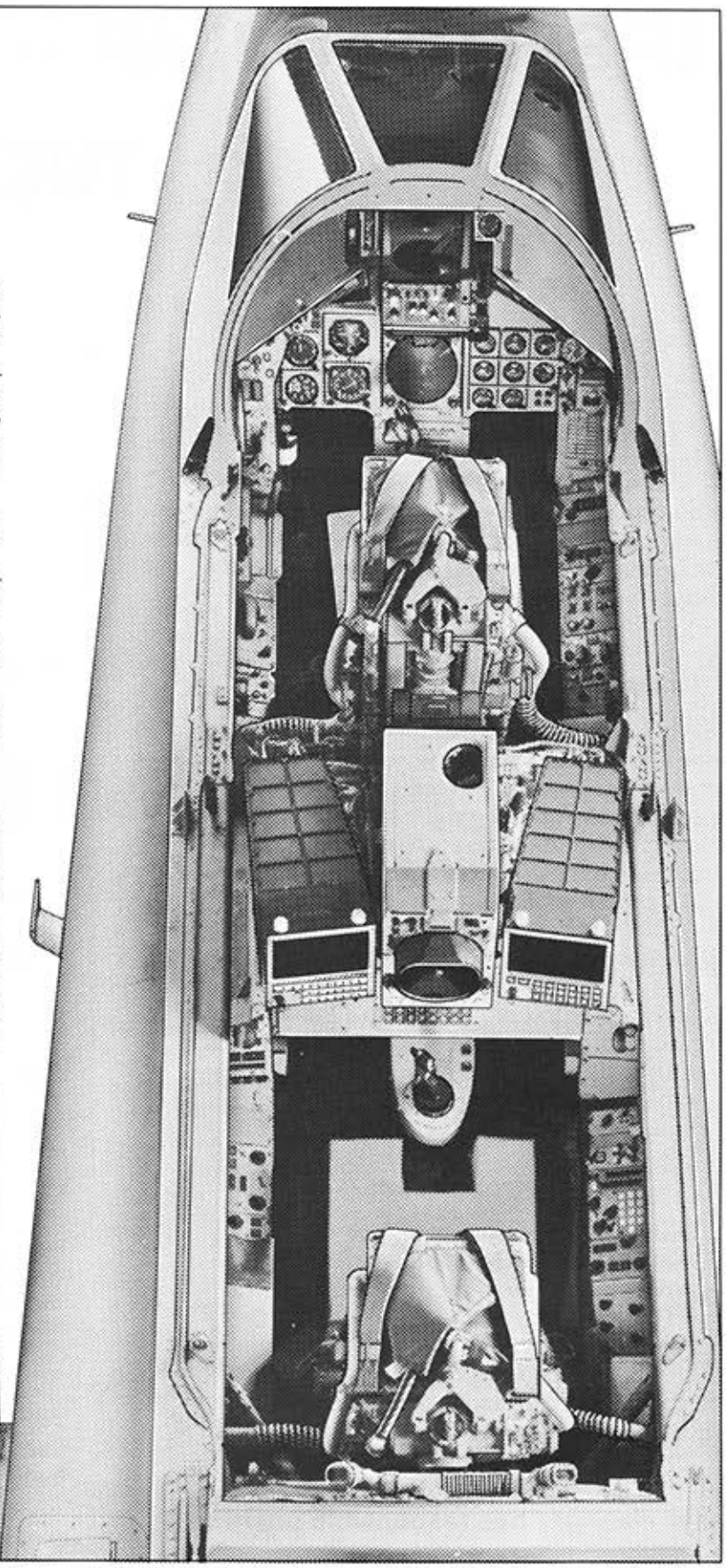
STEP BY STEP TRAINING.



RAF OFFICER

PILOT & NAVIGATOR

RAF SPECTACULAR — THE RAF FALCONS

The RAF Falcons are based in RAF Brize Norton in Oxfordshire and are one of the premier parachute display teams of the British Armed Forces.

You will be seeing a spectacular demonstration of freefall parachuting and canopy handling.

This year is the 23rd year of RAF Falcon Displays and their reputation over this period of time has built up to being second to none, for accuracy, precision and professionalism, all of which contribute to a thrilling spectacle.

Unique feat . . . A parachute stack

A highlight of the performance is the Falcons ability to create a stack of 12 parachutes, where each man, despite his close proximity to his team mates, maintains his exact position without touching the other parachutes and continues to do so until a very accurate landing is made. This is a feat of which they are rightly proud as it is unique in the parachute world.

The Falcons jump from C130 Hercules aircraft, which provide an excellent jumping platform, and also a fitting conclusion to each show with a low level fly past. Be warned! Spectators are often stunned by the noise and visual effect of such a large aircraft being flown with such precision.

The Falcons creating their most spectacular display, a stack of 12 parachutes, with each man maintaining his position despite close proximity to his team mate.

15 strong team

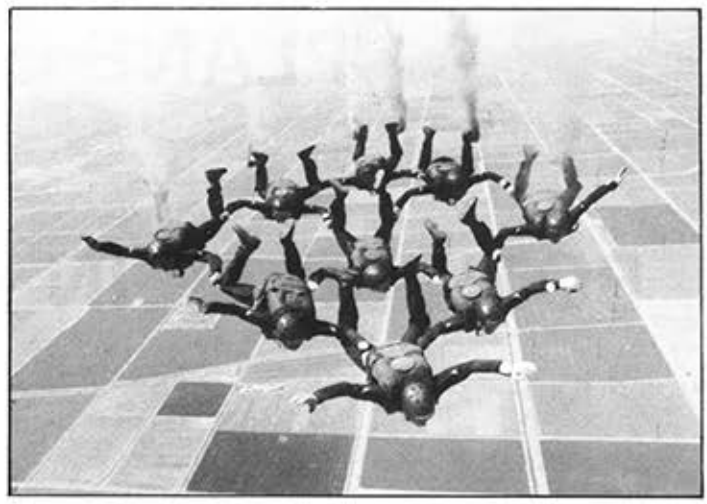
The team is 15 strong and consists of 3 commissioned officers and 12 non-commissioned officers (Ncos) all of whom spend 3 years with the Falcons. There is only one non-parachutist on the Team, a survival equipment fitter who checks the parachutes as the Falcons pack them and who is responsible for the care and maintenance of all the parachuting equipment.

Team manager has responsible position

During the display 12 Falcons will jump and 3 provide the drop zone support party. The Team Manager uses a combination of clinometer and weather balloons together with an anemometer and compass to provide accurate meteorological information, he will then pass instructions to the Team Leader indicating the point at which the Falcons should leave the aircraft in order to land on the drop zone.

WELL DESERVED WORLD WIDE REPUTATION

The RAF Falcons have a well deserved world wide reputation, having performed in front of the Royal Family and heads of state. They have given displays in over 20 countries and regularly land in the city centres on drop zones as small as 50 yards square, such is their skill, fitness and team work.



The RAF Falcons, the premier parachute display team of the British Armed Forces.

Strike Up the Band

— a Flash of Scarlet & Gold

For those keen on military music and a flash of colour, one of the highlights of the Air Show will be the Regimental Band of the 1st Battalion The Duke of Wellington's Regiment (West Riding).

Striking in scarlet and gold with dark blue trousers, spiked helmets (used when on ceremonial duties) and George Boots, they are rightly proud of their history. The Regiment was formed from the 33rd and 76th Regiment of Foot, both raised in the eighteenth century and granted the title "Duke of Wellington's Regiment" by Queen Victoria, as the 'Iron Duke' had commanded them for nine years.

A full diary

In recent years the band has entertained widely varied audiences at home and abroad — and currently have a full diary. Overseas visits have included tours in Canada, Central America and Kenya.

From 1983 to 1985 the Battalion served in Gibraltar where the Band played an important role in many of the Battalion's ceremonial commitments, which included the weekly "Changing of the Governor's Guard" a tremendous tourist attraction.

Trained at Kneller Hall

The musicians have all been trained at the famous Royal Military School of Music at Kneller Hall, and perform in many styles. In addition to their Concert and Marching Bands, the Regimental Band provide smaller groups, which include Ceremonial Fanfare Trumpeters, a Bavarian Band and a Regimental Dance Band.

Impressive 'Drummers Beatings'

Appearing with the Band are The Corps of Drums led by Drum Major C Naylor. Fully trained infantry soldiers, they play the side-drum, bugle and fife and are well known for their impressive "Drummers Beatings".

The Band and Corps of Drums of the 1st Battalion The Duke of Wellington's Regiment (West Riding) appear by kind permission of the Commanding Officer Lieutenant Colonel A. D. Roberts MBE and conducted by Bandmaster WO1 C. North FLCM LLCM (TD) BBCM A (Mus) LCM.

Apart from music the members of the Band are fully trained medical assistants.

THE G-HUEY'S UNUSUAL STORY . . .

PLANE OWNED BY

BOTH SIDES IN FALKLANDS WAR

An aircraft with a fascinating history is the G-Huey which flew for the first time in the United Kingdom on the 29th May 1986, after being totally rebuilt over a period of three-and-a-half years by a dedicated team of volunteers.

Squadron Leader Bob Tierney, who led the restoration project, has also pierced together the fascinating history of the aircraft which is a veteran of war.

Initially ordered for the United States of America for use in the Vietnam War, the aircraft (c:n 13560) was first flown in September 1974, being sold the following February to Argentina and given the serial number AE-413.

Engine stored in Israel

Its original engine was put into store after 901 flying hours and was later found in Israel.

Transported from Argentina to Falklands

When the Falklands war errupted, the G-Huey was at Campo de Mayo near Buenos Aires and was transported by ship to the Falklands, where it was based at Moody Brook. The Helicopters were used for air sea rescue, a hazardous operation as winches weren't fitted.

After the British landings at San Carlos on the 23rd May, the Argentinians used every available helicopter to carry their reinforcements to Goose Green. The G-Huey was whitewashed, the Red Cross insignia added and it operated carrying casualties from the battlefield to hospital facilities.

Freight included mutton carcuses

Squadron Leader Rob Tierney first used the aircraft after the ceasefire when it was still in use for this purpose. During its brief period in support of 5 Brigade AE-413 flew 15 hours, carried 115 men and 11,000 lots of freight, including 40 mutton carcases, a present from the people of Goose Green to the task force! Also some 40 deck landings were made on 14 different ships, including Canberra, Uganda, Sir Geraint, Sir Edmond, HMS Fearless and HMS Intrepid. After a unique war, with the aircraft serving both sides, Squadron Leader Tierney was determined to get it to the UK where it could be preserved.

Safely stowed

Safely stowed aboard the MV "Tor Caledonia," disaster struck when it was being transported by road to RAF Abingdon, resultant damage, due to the front tie coming adrift, necessitated a total rebuild. A volunteer team of RAF tradesmen carried out the work and during the period the aircraft was taken to shows around the country on a trailer towed by a Land Rover!

First flying display 1986

By 1984 all the necessary parts to make the aircraft fully operational again were available and the G-Huey made its first flying display in public at the TVS Air Show South on 31st May 1986 at Bournemouth, Hurn Airport, followed by 24 other events that year, in addition to, making its movie debut in the James Bond 'Living Daylights' film.

Repainted as tribute to Air Sea Rescue

1988 saw the aircraft continuing its involvement in air shows being sponsored by the Imperial Tobacco Ltd to compliment the Superkings Supershow units, which were very successful. In Spring 1988 the G-Huey was repainted as a tribute to the Air Sea Rescue services throughout the world and it will be seen this year at Church Fenton in all its glory.

WAR VETERAN G-HUEY

The G-HUEY, the plane that flew on both sides in the Falklands War.

TAKE TO THE SKIES

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* Fascinating memorabilia
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AEROPLANE MONTHLY

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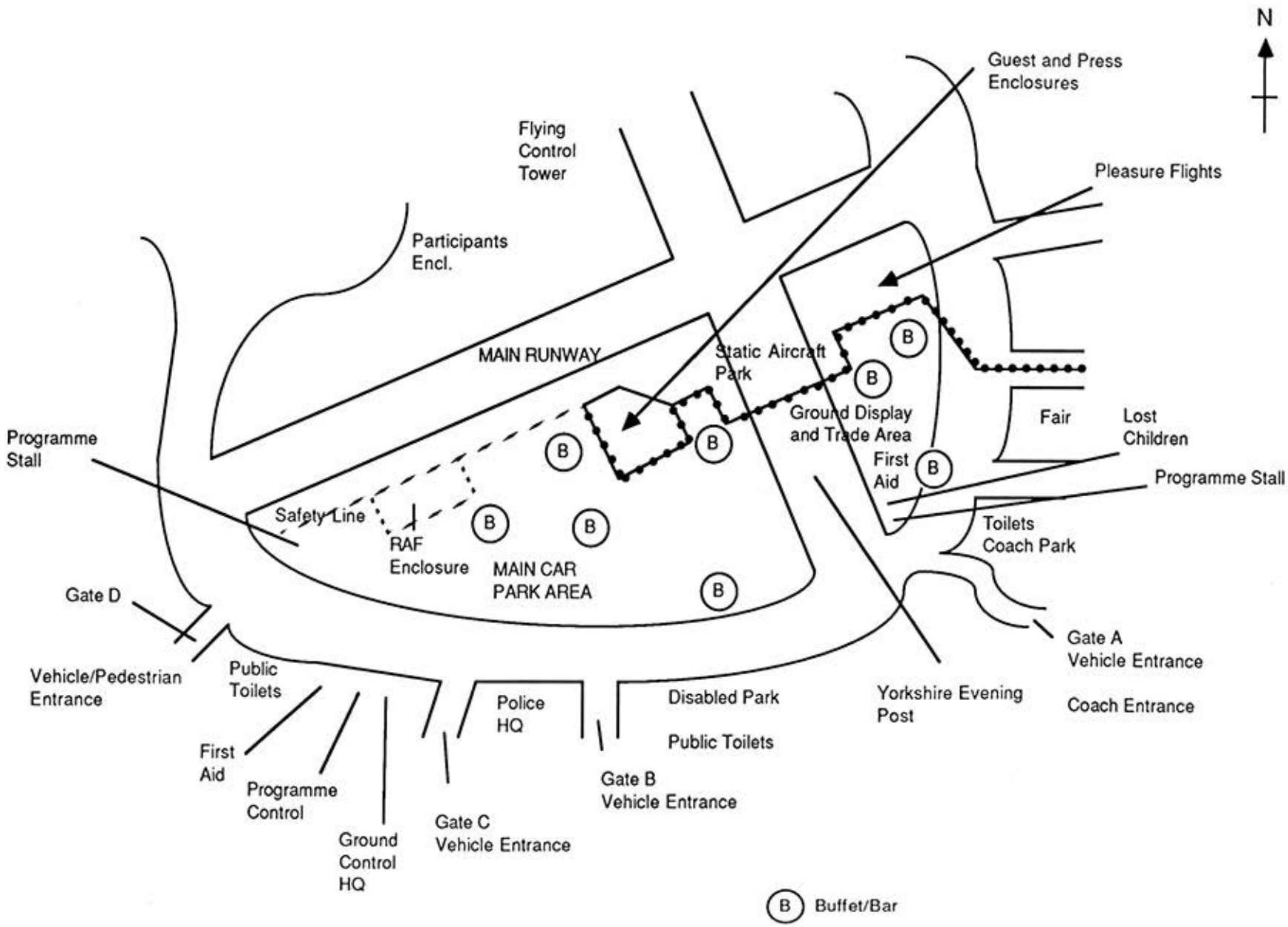
BRITAIN'S LEADING AVIATION ENTHUSIAST'S MAGAZINE

SSAFA AIR DISPLAY

Sketch plan RAF Church Fenton Airfield (not to scale)



FLYING PROGRAMME

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

Approximate Timings

13.00-14.00 :
F-16 — Royal Danish Air Force
Chinook — RAF Strike Command
Ultimate Pitts — Richard Goode
Hawk — RAF Valley
Free Fall — Falcons RAF Brize Norton
Extra 230 — Brian Lecomber
Harvard Formation — Anthony Hutton

14.00-15.00 :
Spitfire and Hurricane — RAF Conningsby
Focke Wulfe 190 — Rod Dean
Cranfield A1 — Alan Wade
Pussers Pair Gazelles — RNAS Culdrose
Fournier Duo Skyhawks — John Taylor
Jetstream — RAF Finningley
Marlboro Aerobatics — Nigel Lamb

15.00-16.00 :
Harvard SEAC Aerial Battle — Anthony Hutton
Yugo Cars Flying Circus — Vic Norman
Sea Harrier — RNAS Yeovilton
Firefly T67 M200 — Pete Clarke
Vulcan — RAF Strike Command
Lynx — HMS Osprey

16.00-17.00 :
CAP 10 — Chris Kelleher
CF18 — Canadian Armed Forces
Sea King V — HMS Sea Hawk
Tornado F3 — RAF Strike Command
Beaver — Army Air Corps
Jetstream — RNAS Culdrose
F-16 Belgian Air Force
Jet Provost — RAF College Cranwell
Free Fall — Army Air Corps
Red Arrows — RAF Scampton

BRING ON THE CLOWNS — THE YUGO FLYING CIRCUS

The Girl-on-the-Wing, Helen Tempest, with pilot Paul Noble of The Yugo Flying Circus, in a Boeing PT 17 Stearman.

Pains-Wessex Schermuly is pleased to be associated with SSAFA

Pains-Wessex Schermuly is one of the world's leading manufacturers of pyrotechnics. With 100 distributors in over 60 countries worldwide Pains-Wessex Schermuly is the only U.K. manufacturer to supply a complete range of quality marine distress signals to merchant vessels, fishing vessels, leisure boats, lifeboats and liferafts, and rescue services. Pains-Wessex Schermuly also supplies military pyrotechnics to the U.K. Ministry of Defence and to a further 50 overseas governments.

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The Yugo Cars Flying Circus, claims to be one of the most successful motor industry promotions. This season there are two newcomers — pilot Paul Noble — and glamorous Girl-on-the-Wing — Helen Tempest. Paul has made his career in flying, coming as he does from an RAF family he naturally joined the Air Force as a cadet.

Left RAF for commercial flying

He started his career in the RAF flying jets but in 1981 changed direction and took the opportunity of learning to fly helicopters; a skill that took him to Oman, where he was on loan to the Sultan of Oman's Air Force. On his return Paul left the RAF, secured his commercial licenses for both aeroplanes and helicopters and went into commercial flying.

Delighted to join circus

When offered an opportunity to join Yugo Cars Flying Circus, Paul was delighted, for he is glad to be back in aerobatics and finds flying the Boeing PT 17 Stearman an exciting and worthwhile job, especially with Helen as his girl on the wing.

THE GIRL WITH A TASTE FOR ADVENTURE

With her head in the clouds Helen Tempest, must be the envy of most of her contempories, for she has an exciting job that involves a lot of travelling, life in the public eye, and all the thrills of flying. Helen, is Yugo Cars Flying Circus 1988, Girl-on-the-Wing, and is the youngest person to wingwalk in England. It comes naturally, as her father has been a display pilot for 25 years and was a member of the famous Barn Stormers.

Helen achieves another first

This year they promise an even better Flying Circus display. Helen will achieve another first — she will be the first wingwalker to fly *upside down* thanks to a new fuel system for the Boeing FT 17 Stearman. She will also be on the wing whilst the plane loops the loop, does barrel rolls and spiral dives.

Fearless Helen

During the daring aerobatic display, Helen stands fearlessly on the wings of the pre World War II biplane, during all its maneouvers.

"It's so exciting"

Commenting on the thrills of the event Helen said "I'm thoroughly enjoying being the Girl-on-the-Wing. It's so exciting — you just put your trust in the capabilities of the pilot and once you're up there its terrific".

So, get your binoculars at the ready and enjoy Helen and Paul's performance. It will be breathtaking.

THE PLANE

Yugo Cars Boeing Stearman N54922 was built in June 1942, delivered to the US Navy to train pilots for the war. It notched up 3,400 flying hours and by 1951, worn out, the plane was given a new lease of life. The Boeing Stearman went into service as a crop duster, in the beautiful valley surrounding King City, California. A large hopper was installed in the front of the fuselage, spray gear was attached and the engine was replaced with a 450 hp Pratt & Whitney. Operating as a crop duster until 1974, it had accumulated 9,704 hours flying time.

Pilot unaware of damage

Once, during its days on the farm a pilot hit a low stone wall with one mainwheel, tearing it off. Incredibly, he was unaware of the damage, but sharp eyed ground staff spotted it and were able to alert him. He then carried out an eventful landing, coming to rest on one mainwheel, tailwheel, and wing tip!

Repaired, it took off two hours later!

Plane retired

Retired in 1974 the Stearman was finally taken over by Gordon Plaskett, and Ray Hanna, former leader of the Red Arrows. Ray's enthusiasm led to the rebuild of one airframe by BG Aero's engineer.

Back in England, Yugo Cars had approached Aerosuperbatics about a Flying Circus, and a second immaculate Stearman was produced and also fitted with a wing rig, designed and built by Art School Aviation.

Given a new lease of life

N54922 was given a new lease of life and, sporting its 11th engine, was launched into the Airshow circuit as the flagship of the Yugo Cars Flying Circus.

AEROBATIC SPECTACULAR POSSIBLE THROUGH MODERN TECHNOLOGY

The Jaguar Extra, the product of modern technology, with a power-to-weight ratio enabling it to give spectacular aerobatic performances.

A DRAMATIC PERFORMANCE

A highlight of the show will be a dramatic performance given by Brian Lecomber, one of Britain's top aerobatic pilots, flying the spectacular Jaguar Extra 230.

NON-STOP EXUBERANCE

The display is non-stop, a low-level sequence of the most exuberant and complex manoeuvres. The Jaguar Extra, represents the forefront of technology in the field of aerobatics and the majority of the figures in the performance would not have been possible a few short years ago.

KEY TO EXTRA'S SUCCESS

Part of the key to the Extra's performance lies in the power-to-weight ratio. The Extra weighs 1100 lbs in display trim and is powered by a 200 hp Lycoming engine — a power plant, normally used in conventional aircraft for three times that weight. This gives the single-seat Extra climb rate of over 3,000 feet a minute and a maximum level flight speed of more than 200 mph. Sheer power is only part of the equation; of even greater significance is the monoplane wing. This is built as a single unit with the mainspar running through the fuselage, and features a new shape of aerofoil section specifically designed (with the aid of extensive computer analysis) to meet the demands of modern aerobatics. This has resulted in a roll-rate of nearly 360 degrees a second, coupled with immense 'controlability' over a wide speed range, from barely-moving to over 250 mph.

EXPERIENCED DISPLAY PILOT

The pilot Brian Lecomber has been a professional aerobatic pilot for over ten years and has notched up more than 1,100 public performances not only in Britain and Europe but also in the Arabian Gulf, Malaysia and Borneo. He is probably the most experienced display pilot in the country, and probably in the world.

NO NEWCOMERS

Jaguar Cars are no newcomers to aerobatics, having sponsored the well-known vintage Jaguar Stampe for the past five years. The Extra was added to the stable at the beginning of 1987 to complement their new generation of cars.

LOOPING THE LOOP

Virgin Atlantic sponsors Firefly

A well known name in civil flying, Virgin Atlantic Airways, has joined forces with Firefly Aerial Promotions and are sponsoring Pete Clark and his aerobatic aircraft, the Slingsby Firefly. Virgin are aware that a flight in a Slingsby Firefly has no similarities to a flight across the Atlantic in one of their two Boeing 747s, but it does express their commitment to fun and excellence in aviation.

"A flight in the Firefly has got something in common with a flight in one of out 747s — it's unforgettable!" says Richard Branson, the entrepreneur who founded Virgin Atlantic just four years ago.

Whether flying the Atlantic to a holiday, or enjoying the thrills at the show, either experience comes in the "not to be forgotten" class.

Yorkshire man well known to flying buffs

The pilot of the Firefly is well known to aerobatic flying buffs. Pete Clarke, who lives in Kirbymoorside, North Yorkshire is Managing Director of CC Specialist Cars and has held a pilot's licence for eight years, flying aerobatics for over three. The winner of the 1986 Standard Level British Aerobatic Championship, before turning to flying, Pete was a racing driver and took part in long distance races, such as, Le Mans 24 Hours — a worthy training for the physical exertions of an aerobatic pilot! He is currently studying for his commercial pilot's licence.

THE PLANE

Top of the Slingsby Firefly range

The T67M 200 is top of the Slingsby Firefly range, a powerful versatile and economic side by side two-seater. A fully aerobatic trainer it is used for training of military and civilian pilots.

Two piece canopy, wing tanks, three blade constant speed Hoffman prop, fully inverted fuel and oil system stressed to +6 −3G. The composite construction is all GRP with high strength to weight, excellent performance and good looks. With exceptional visibility and superb handling, the Firefly, also has high fatigue characteristics, giving it a 1500 hour life in the demanding flying training role.

Complicated aerobatic manoeuvres

The aircraft enables Pete Clark to perform complicated aerobatic manoeuvres, such as, four and eight point hesitation rolls, a stall turn, a figure of eight, and an Avalanche, which is a loop with a flick roll on top.

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The Slingsby Firefly, flown by Peter Clarke from Kirbymoorside, North Yorkshire, who will be looping the loop.

PETE AND THE FIREFLY

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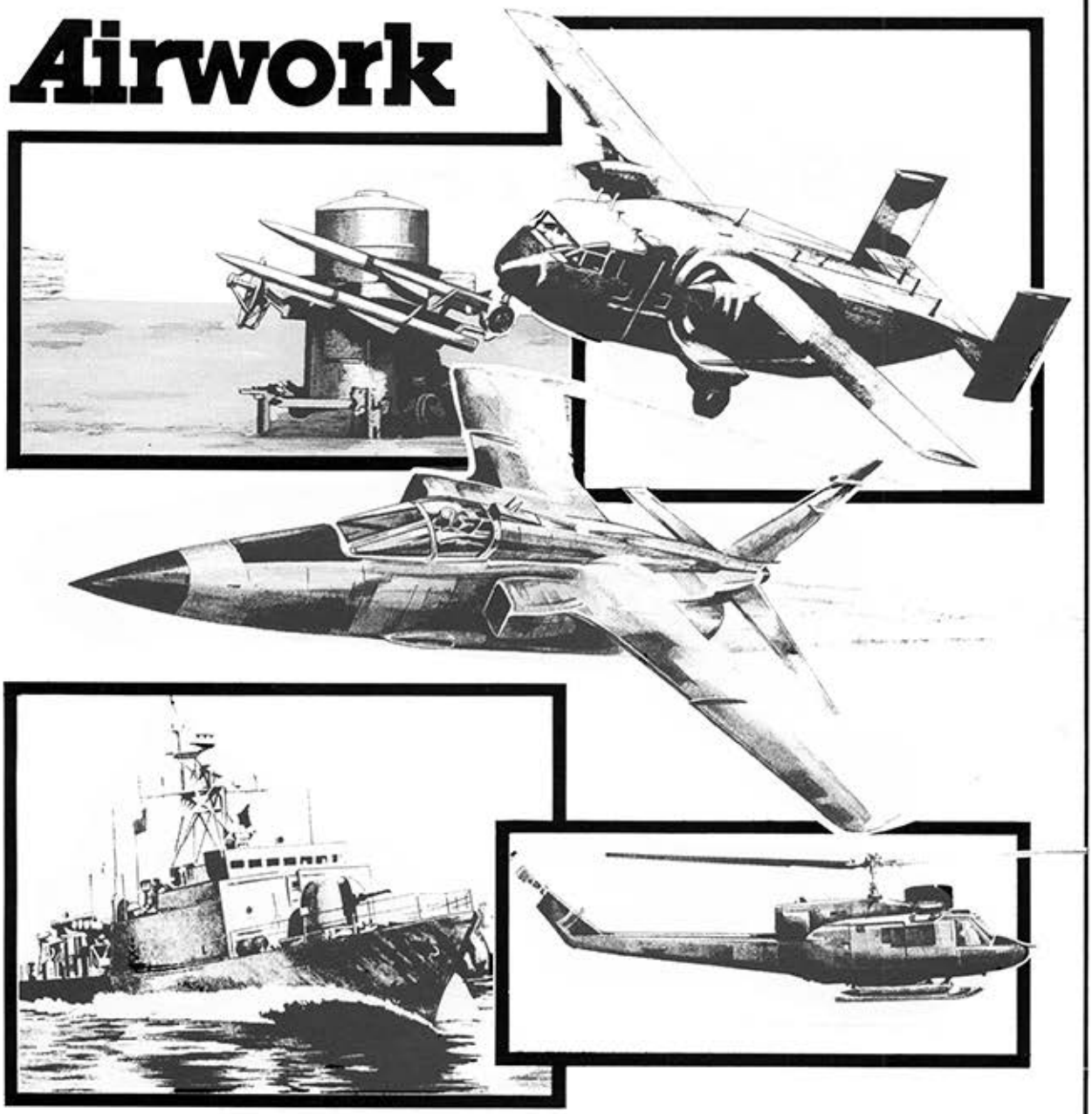

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There are 1,100 SSAFA Divisions manned by some 5,000 voluntary workers, which between them cover every acre of the United Kingdom and the Republic of Ireland as well as Service stations overseas. This close network of branches ensures that the serving men and women and their families at home can get in touch with one another quickly in time of trouble or anxiety. It also means that ex-Service families, wherever they live, always have an independent and understanding neighbour close at hand. The other Service and Regimental benevolent Funds also make good use of the SSAFA branch network to visit and report on their family cases and almonise their grants. All SSAFA branches are empowered to give immediate help from the Association's resources to meet immediate need.

Overseas, as agents for the Ministry of Defence which bears the cost, the Association recruits and administers highly trained Health Visitors and Social Workers. The nursing sisters advise and sustain young wives with small children, while the Social Workers, also to be found in six large U.K. garrisons, help Commanding Officers in the handling of family problems. In addition SSAFA voluntary committees overseas help to look after Service families and give immediate help from local funds. The address of the local SSAFA can be found in main post offices and Citizens' Advice Bureaux, if not in the local telephone book.

SSAFA

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We extend a warm welcome

SSAFA would like to extend a warm welcome to our NATO allies.

Belgium and Denmark will both be flying F16s.

Contributions will also be made by The Netherlands Navy and United States Airforce, which will considerably contribute to the success of the day.

The F 16, which will be flown by the Belgian and Danish Air Forces at Church Fenton.

TWO FORCES TO BE RECKONED WITH.

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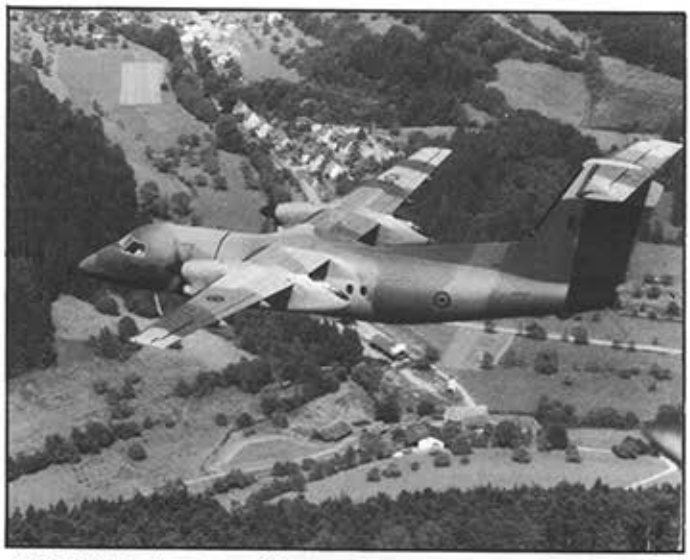

A CC-142 Dash-8 aircraft from 412 Transport Squadron. C. F. G. Labr, C.F.B., flies over the Black Forest area of southern Germany. Canadian Forces Photo by W.O. Vic Johnson.

Canadian CF-18 planes in full flight over a romantic landscape.

Some of the most modern aircraft in the world are deployed by the Canadian Air Force. Two of these, including the CF-18 will be flying into Church Fenton, to show their skills in a special fighting display.
The CF-18 is the most modern fighter aircraft in the world. One will be on static display and the other with the Dash 8 will be performing a fighting routine. The CF-18 is used by the Canadian Air Force Fighter Squadron assigned to NATO in Germany. The Dash 8 is also used by the Canadian Air Force in Germany as a transport aircraft with NATO. The Dash, as a matter of interest, is also used at London's new City Airport.

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The Sherburn Aero Club's stand is located in front of the static aircraft park. If you are interested in learning to fly come and see us and find out how straightforward it really is. We are offering a special price trial flying lesson, if booked on the display day.

BRITISH ARMY AIR CORPS

Squadron Leader Cumpton (Rtd), who is a Fixed Wing Instructor at Middle Wallop, is flying the De Havilland Canada DHC1 Beaver, of which there are now only 10 in service. First flown in 1947 and used in all theatres of operation, the Beaver is being replaced by the British Norman Islander.

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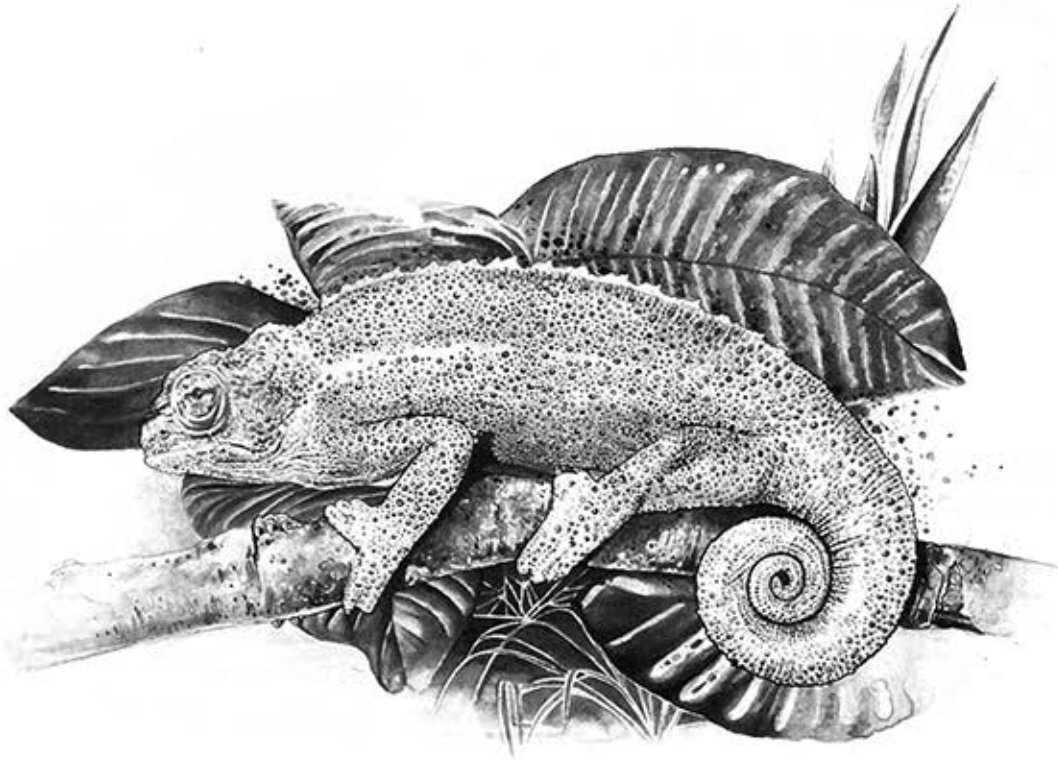

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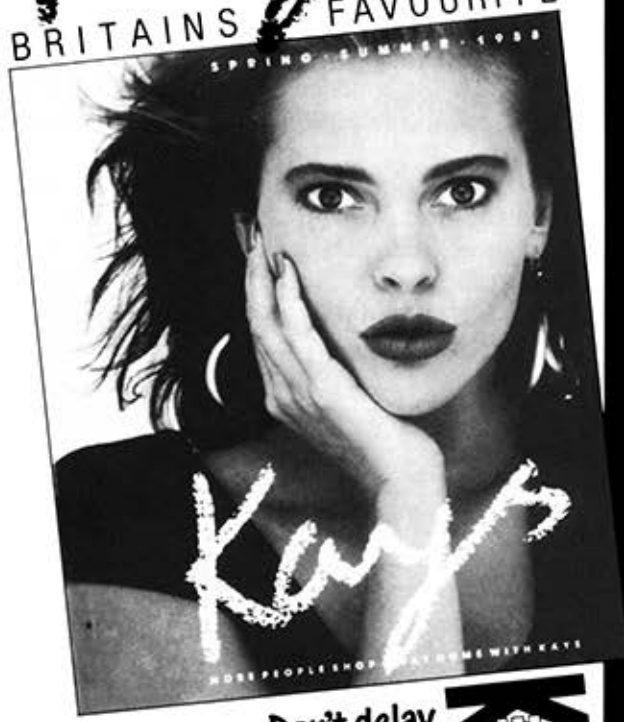

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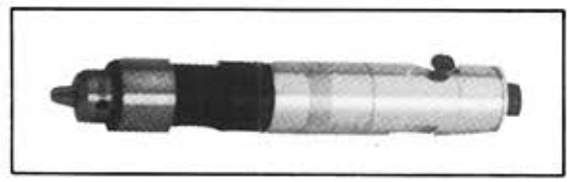

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Keep Britain Tidy

Its important to keep Britain Litter Free

The Keep Britain Tidy Group, is officially recognised by the Department of the Environment as a National Agency for litter abatement.

The Group is working to create a litter free Britain and is currently promoting several initiatives, such as, 'Beautiful Britain in Bloom', 'Gateways and Highways' and 'UK 2000'.

Their exhibit caravan is sited in the area where their staff from the Community Programme funded by the Manpower Services Commission — are available to discuss initiatives and to provide information and publicity material.

In addition, their team of workers are assisting in litter abatement throughout the event.

The team come from The Tidy Britain Group Yorkshire and Humberside Region, Chapel Street, Bentley, Doncaster DH5 ODE.

Keep Church Fenton Tidy!

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

MAKE SURE IT'S OFFICIAL

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

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

Make a Note of Other Major Airshow Dates This Year

The Royal Air Force Association (North Western Area) WOODFORD AIR SHOW at British Aerospace PLC Airfield, Woodford, Bramhill, Stockport. SATURDAY 25 JUNE. Gates open 10 am. Flying starts 1 pm.

The Royal Air Force Benevolent Fund INTERNATIONAL AIR TATTOO 1987 at RAF Fairford 16-17 JULY. Seven-hour international flying programme each day with aircraft from up to 40 of the world's air arms taking part; the world's top air display pilots and finest aerobatic teams competing for the premier air show trophies.

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Aircraft will be landing and taking off from approximately 10.30 am to 7.30 pm. AT NO TIME, before, during or after flying display should members of the public attempt to approach the runway.

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

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IT'S A FUN DAY — OTHER THINGS

Ground Displays and Events

A Harrier dips its nose in salute during the air display 1987 at Church Fenton. Picture by Yorkshire Post.

Air Yorkshire This aviation society meets first Sunday of every month at the Yorkshire Aeroplane Club LBA. Our monthly bulletin specialises in local aircraft movements throughout Yorkshire and meetings are designed to cater for most interests. Visit our stall or ring Leeds 843189 for further details.

Royal Artillery Association The Wakefield Branch of the Royal Artillery Association, a registered charity, was formed in 1972. The main object is to care for ex-gunners in its area and to donate to the national welfare fund. It assists, as necessary, those ex-Servicemen in need through various Associations. New members are welcome!

Vulcan Association The Vulcan Association was founded in 1987 and now has around 1500 members, UK, worldwide, civilian, retired and serving RAF. It promotes interest and support for the last flying Vulcan bomber XH558 of the RAF Vulcan Display Flight. Any profits go to Service charities.

Pennine Aviation Museum The Pennine Aviation Museum is a museum devoted to the history of aviation in the North West of England. The museum already has several aircraft and engines including an Anson, Canberra, Hunter, Albermark Sections Vampire etc. Museum run on voluntary basis.

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

SSAFA North Yorkshire Your chance to win a Metro City 3-door hatchback! Tickets only 25p. All profits to SSAFA. Win a car and surprise the neighbours.

REME Mobile Display Trailer

A display trailer will provide a comprehensive record featuring coloured photographs, equipment and exhibits which highlight some of the activities within REME and audiences are also invited to participate.

One fun item will enable you to learn to fly a helicopter. There is also a model of a typical workshop, a rotating and revolving L/Rover pentrol engine, a microcomputer system and a TV and video which will show films featuring various aspects of REME Life. Also included in the display are vehicles such as a 1 × 4 tonne Bedford Truck and a 1 × 5 tonne Bonallack Trailer.

REME personnel, who will be on hand to talk about their work are: W02 (CSM) Squires, who has been with REME for 22 years, serving 11 years as Telecommunications Technician. He has seen service in Singapore and Malaya, British Honduras, BAOR, Brunei, Northern Ireland, Canada and the UK. Sgt Hadfield, has been in REME for 12 years, an ex-apprentice, served as an Electronic Control Equipment Technician in BAOR, Canada, Kenya and UK.

Sgt McMahon, in REME for 11 years. Seen service as a Vehicle Mechanic in BAOR, Cyprus, Canada, Lebanon and UK.

Cpl Nicholl, In REME for 12 years, seen service as a Vehicle Mechanic in BAOR, Northern Ireland, Belize, Cyprus and UK.

Cpl Bower, in REME for 5 years, seen service as an Instrument Technician in BAOR, UK and Canada. The team is completed by Cpl O'Connor.

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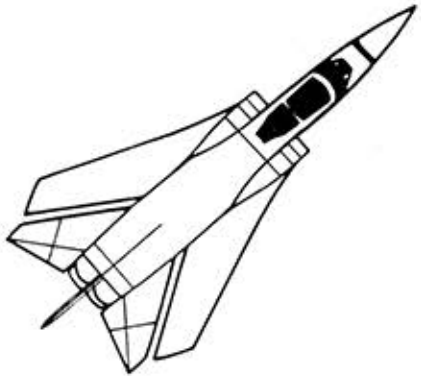

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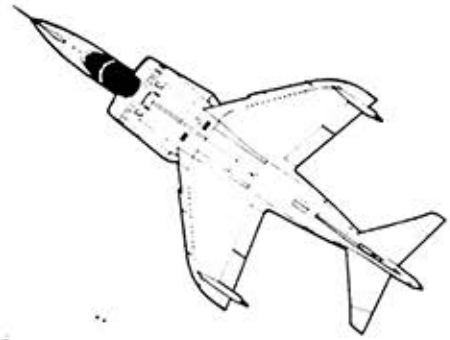

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All participants in the flying programme and the ground displays
and those who have helped them to mount these
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All advertisers, donors and those who have supported the Display in so many ways
Finally, the spectators themselves for attending the SSAFA Air Display.
It is hoped that everyone will have a most enjoyable day.

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Squadron Leader G. A. Ordish RAF, Senior Air Traffic Control Officer,
RAF Church Fenton, assisted by his control staff
General Commentator
Allen Rowley, Promotions and Publicity Manager, Yorkshire Post Newspapers Ltd.
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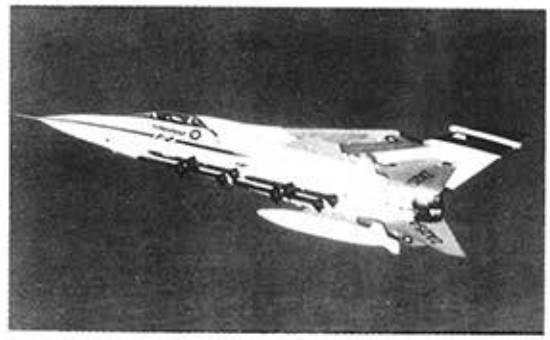
Fairey Fox Day Bomber



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