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INTERNATIONAL AIR DISPLAY

Official Programme £1·00

Church Fenton'89 Sunday July 16

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SSAFA's

INTERNATIONAL AIR DISPLAY

OFFICIAL PROGRAMME

CONTENTS

include

A WARM WELCOME TO CHURCH FENTON
- Admiral Sir Peter Herbert, KCB OBE
Chairman SSAFA

LOOKING AHEAD TO 1990
- The Parachute Regiment

THE RED ARROWS
- Celebrating Their 25th Anniversary

THE FLYING CHAMPIONS
- Top International Aerobatic Teams

A TRIBUTE TO ALLEN ROWLEY

A VINTAGE FORMATION
- The Harvard Formation Team

BATTLE OF BRITAIN MEMORIAL FLIGHT

ROYAL NAVY HISTORICAL FLIGHT

THE ROYAL MARINES
- Thrill To Their Skills

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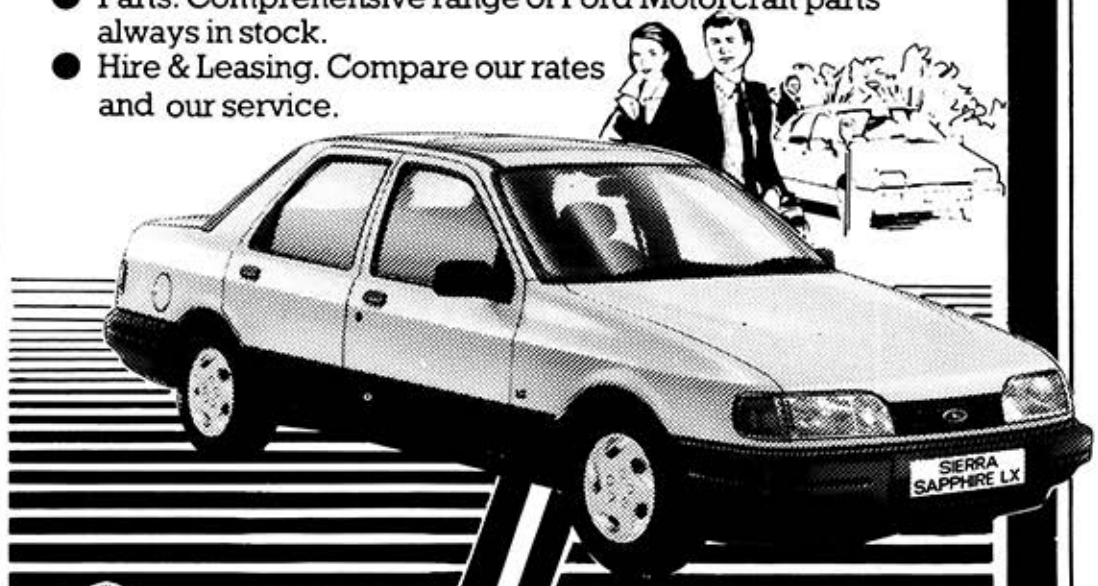

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10

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

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

WELCOME TO SSAFA'S FORTIETH SHOW

The annual SSAFA Air Display has come round once again and I would like to extend a warm welcome to all of you who are attending this popular event.

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

Founded in 1949, this is its fortieth year (the twenty seventh at Church Fenton) and once again will offer a day of spectacular entertainment for all the family, appreciated by air buffs and the non-committed alike. Whilst the show offers splendid entertainment value with some spectacular flying by skilled Royal Air Force, Navy and Army personnel and spectacular aerobatic pilots from home and abroad it is also vitally important to us at SSAFA. The show is a major fund raiser for the Association which does so much to care for the families of Serving and ex-Service men and women.

SSAFA volunteers offer friendship and help to those with a Service connection who are in distress. These include the elderly - the women who spent the war years without their menfolk and who may well be alone again at the end of their lives. Their numbers are increasing and will increase dramatically over the next decade as we become an ageing nation.

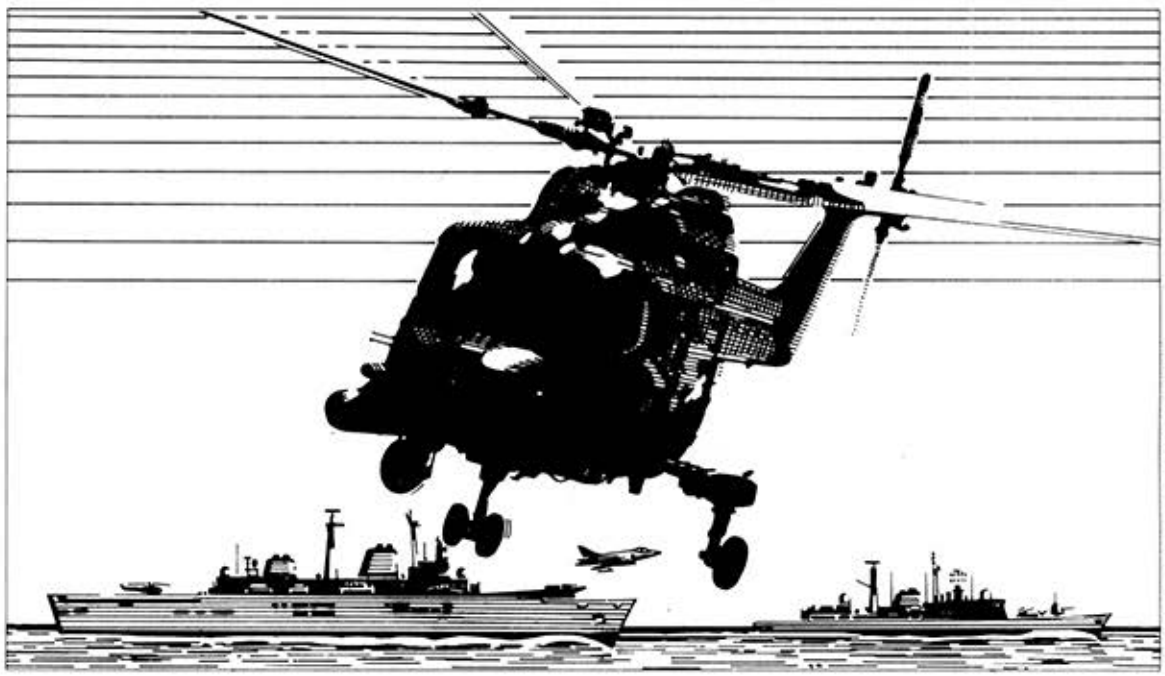
There are those who have fallen prey to the poverty trap, or who are disabled or unemployed. It is to all these people, young and old alike, that SSAFA offers its practical advice and financial help. YOUR support today, means a great deal to us, for it enables us to carry on with this vital work.

I would like to extend thanks to the Station Commander and all his staff at RAF CHURCH FENTON for their massive contribution to the success of today's show. Thanks are also due to the Yorkshire Evening Post for their continued sponsorship and for allowing us to use once more the services of Mr Allen Rowley, who not only helps to promote the event, but does a magnificent job as commentator. I very much regret that this is Mr Rowley's last year in that capacity. We shall miss his expertise.

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

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

Fly with the Royal Navy



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The Royal Navy is looking for young men to train as Aircrew Officers for Short and Medium Career Commissions. As helicopter aircrew, both Observers and Pilots fly in Lynx or Sea King helicopters.

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First you'll have to pass tests that will stretch your qualities of determination, ingenuity and imagination. As a fighter Pilot, if you show the necessary skills, we will train you to fly the single seat Harrier Jump Jet.

We would prefer you to have 'A' levels or a degree: applications for commissions for Aircrew Officers are accepted from candidates with 5 acceptable GCSE grades (or equivalent), including Maths and English Language, but higher academic qualifications are usually required for entry.

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

To: Capt. A. P. Masterton-Smith RN, Dept. 485.1, Old Admiralty Building, Spring Gdns., London SW1A 2BE.

Please send me further information on a career as an Aircrew Officer in the Royal Navy.

*Name*_____

*Date of birth*_____

*Address*_____

_____

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ROYAL NAVY OFFICER

Normally you should have been a UK resident for the past five years and you must be under 26 on entry. The Armed Forces are Equal Opportunity Employers under the terms of the Race Relations Act 1976.

PARA 90

THE GOLDEN JUBILEE OF AIRBORNE FORCES

LOOKING AHEAD TO 1990.....

NEXT YEAR

The SSAFA Air Display will take place at RAF Church Fenton on Sunday 10th June 1990 - put the date firmly in your diary now because it is a SPECIAL YEAR. 1990 is the GOLDEN JUBILEE of the Airborne Forces of our Nation, and we are planning the participation of Yorkshire's own Paras, the 4th Battalion from Pudsey, West Yorkshire.
In June 1940 Mr Churchill, the Prime Minister, called for the formation of "a Corps of at least 5,000 parachute troops". Training started at Ringway, Manchester and by the end of the year the first 500 officers and men had qualified for their parachute wings and the coveted Red Beret. There also was forged a close association with the Royal Air Force who, to this day, train all our parachutists and deliver them into battle.

A series of successful engagements in North Africa during World War Two won for the Parachute Regiment from their German opponents, the title ''Red Devils''.
Since the War, British Airborne Forces have been continuously in action from Palestine in 1945 to the Falklands in 1982. There are three Regular Battalions and three TA. Visit the 4th TA Para Battalion stand at today's Air Display and find out what they are planning to do at RAF Church Fenton to celebrate their Golden Jubilee in 1990.

REMEMBER THE DATE
10th JUNE 1990
IT WILL BE A VERY SPECIAL DAY

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We are Island Associates, a small expanding company in the business of motion control systems. Established for just over 4 years we have built an enviable reputation in the application of microelectronics to fluid power equipment, including the use of a single board computer to harness the muscle power of hydraulics. Markets for our business are quite diverse. Recently we applied our techniques to a test rig for providing large cryogenic valves for the offshore oil industry and by complete contrast we have also developed a system for a machine to automate the ancient art of producing wax candles. The latter is so innovative that its designer has been nominated for the Designer of the Year competition under the Triads Award Scheme.

Together with an excellent working environment our success has also been assisted by an involvement with North Yorkshire County Council's Industrial Development Unit and Yortek. Help from Yortek enabled us to attend a major design exhibition in Birmingham which resulted in us receiving firm orders for specialised equipment. This advice and assistance has helped us to double our staff and produce a healthy looking order book for the future.

Ian S. Larman Managing Director

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For further information about the opportunities for your company in North Yorkshire or about the help and advice available, just fill in the coupon and post it to: John Inglis, North Yorkshire Industrial Development Centre, County Hall, Northallerton, North Yorkshire DL7 8AD. Or give him a ring on Northallerton (0609) 780780.

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There's a wealth of opportunity right here – on your doorstep ...like Ian Larman, why not make the most of it.

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15

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 time to fly these magnificent irreplaceable aircraft.

THE FLIGHT'S 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 LANCASTER

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

THE RED ARROWS
Celebrating their 25th Anniversary

No Secret to the Art

1989 is the year the Red Arrows celebrate their 25th display season and they are doing so in their usual spectacular manner. In recognition of their remarkable achievement, a special Post Office stamp collection was used in May and a train has been named after the team - "The Red Arrows".

The Red Arrows are a standard RAF Squadron, whose peace time role is to demonstrate the qualities and skills of all officers and airmen. Like many other training establishments the entire Team would be quickly absorbed into operational squadrons should it become necessary.

The Squadron is part of the Central Flying School based at RAF Scampton, near Lincoln, and is led by the Team Leader, Squadron Leader Tim Miller. They are backed up by a Team Manager, Squadron Leader Andy Stewart, in charge of the administrative staff. Away from base, The Red Arrows are supported by 27 travelling ground crew, while the Team's Senior Engineering Officer and 50 technicians remain at RAF Scampton to service the aircraft on their return.

Aerobatics have always played a prominent part in Royal Air Force pilot training, for the RAF has long recognised the great value of display flying in the training of a pilot, which develops complete confidence in himself and his aircraft.

The first show was at an RAF pageant at Hendon held in 1920 using old biplanes. These have been replaced by sophisticated jet aircraft which have been thrilling crowds since The Red Arrows were formed in 1965.

The last biplane teams consisted of Gauntlets and Gladiators and, in 1938, No 87 Squadron revived the tied-together technique with three Gladiators.

The Second World War deprived spectators of seeing many interesting types of aircraft in formation aerobatics, but in 1947 the Odiham Fighter Wing provided the RAF's first jet team of three Vampires. The teams continued to fly the Vampire until 1950, at which time No 72 Squadron was flying a team of seven. No 54 Squadron, with a team of five Vampires, became the first jet RAF formation to trail smoke. Meteor teams took over from the Vampires and No 66 Squadron developed a six-aircraft formation.

The first Hunter aircraft appeared in 1955 and the following year as all the pilots wore black flying suits, the Squadron took the name "The Black Knights".

No 111 Squadron (The Tremblers) provided the premier RAF team in 1957 and the Hunters for the first time had an all black finish. After a performance in France they were applauded as "Les Fleches Noires" and subsequently became known as "The Black Arrows".

New manoeuvres and formations were added each year and in 1958 came the "bomb burst", the aircraft breaking formation at the end of a loop, trailing smoke and pulling out in different directions.

"The Black Arrows" most notable performance was the celebrated loop of 22 Hunters during the 1958 Farnborough Display Week, the greatest number of aircraft ever looped in formation - even today it has never been excelled.

No 92 Squadron "The Blue Diamonds" carried on the tradition in 1961, introducing yet more formations and flying 16 blue painted Hunters. Also in 1960, No 74 Squadron "The Tigers" were re-equipped with Lightnings and a year later performed wing-overs and rolls in tight formation. In 1961 they assumed the leading role and were the first team to fly Mach 2 aircraft

The nine red and silver Lightnings of No 56 Squadron appeared in 1963 as "The Firebirds", but since then the leading teams have not been drawn from fighter Squadrons, but are composed of lighter aircraft in small formations.

"The Red Pelicans" appeared in 1964 flying six Jet Provost T MK 4s, and became the first Central Flying School jet team to assume the leading role and in the same year a team of five yellow Gnats were formed by No 4 Flying Training School at Valley, led by Flight Lieutenant L. Jones. A year later he was posted to the Central Flying School and formed "The Red Arrows". The name combined the appeal of "The Black Arrows" and "The Red Pelicans" plus the teams skills and in their first year "The Red Arrows" gave 65 displays in Britain, France, Italy, Holland, Belgium and Germany. They were also awarded the Britannia Trophy by the Royal Aero Club, in recognition of their outstanding contribution to British prestige in the field of aviation.

Since 1967 when the team of nine was approved, the classical Diamond Nine of "The Red Arrows" has come to represent the peak of precision flying and is recognised worldwide.

The Team

LEADER – Squadron Leader T. Miller
RED TWO – Flight Lieutenant A. Hoy
RED THREE – Flight Lieutenant M. Cliff
RED FOUR – Flight Lieutenant G. Bancroft-Wilson
RED FIVE – Flight Lieutenant D. Riley
RED SIX – Flight Lieutenant J. Rands
RED SEVEN – Flight Lieutenant S. Johnson
RED EIGHT – Squadron Leader J. Glover
RED NINE – Flight Lieutenant J. Newton
TEAM MANAGER – Squadron Leader A. Stewart
TEAM ENGINEER – Flight Lieutenant J. Williams
TEAM ADJUTANT – Warrant Officer M. R. J. Fleckney

The team took delivery of the Hawk trainers in 1979/80 converting the pilots from Gnats to Hawks and working up a display using the new aeroplane in time for the 1980 summer season.

A worthy successor to the Gnat, the Hawk, has since its introduction into service with The Red Arrows, successfully completed major tours of Europe, Scandinavia, the USA, the Middle East and the Far East.

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

Formation aerobatics is not an end in itself. The service pilot, particularly the air defence pilot, must be proficient in the art and display flying is a logical progression of this skill.

''The Red Arrows'' have three basic displays for the public arena. The first and most preferred because of its continuity and flow, is the Full or Fine Weather display. This consists of a series of loops, rolls and wing-overs. Full use is made of good weather conditions and wide visibility to demonstrate more exotic set piece manoeuvres. Weather minima for this display at a cloud base of 4,500 feet with visibility of at least five kilometres.

The second option is the Rolling Display. This is restricted to rolling aerobatics only and requires a cloud base no lower than 2,500 feet. In poor weather conditions, (cloud base 1,000 feet), the Flat Display is flown. This very restricted display consists basically of level turns to demonstrate the varied formation patterns. It is essential that each of these sequences is memorised in full, not only by the leader, but by all formating pilots. The team is in close radio contact with each other and the leader gives all advisory and executive commands.

Here is an example of the radio conversation at mid-sequence:

''Concorde-go, two three. Smoke on go, pulling up now, power, tightening. Apollo go, two, three. Coming left now. Smoke off go. Holding down, Feathered Arrow go, eight, nine. Pulling up. Delta go and rolling. Nine Arrow go, tightening. Vixen go. Smoke on go. Synchro split''.

There is no secret to the art, but there is a strong bond of trust and much hard work, both mental and physical.

The world famous aerobatic team - The Royal Air Force Red Arrows will once again be thrilling the

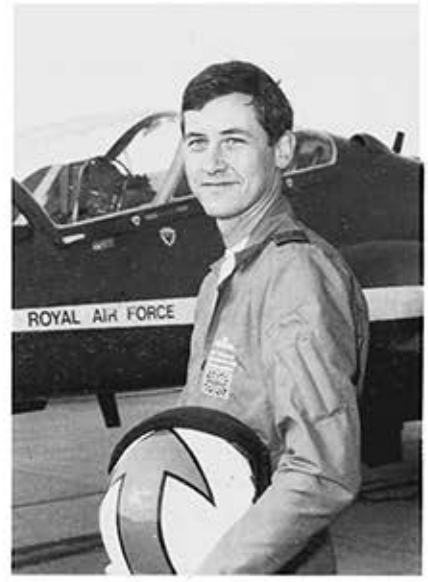
The Red Arrows show off their formation flying in Cyprus

crowds with their self-discipline and dedication at Church Fenton and everyone will be wishing them a highly successful anniversary with many more to come.

THE HAWK

The Hawk is a small single-engined two-seater ground attack/trainer aircraft which first flew on August 21, 1974.
Simplicity of design and manufacture ensures that the Hawk provides a high utilisation rate and low costs essential for the exacting training and ground attack roles it undertakes.
The tandem seat configuration has a raised rear seat to provide an exceptional field of view. The moderately swept wing is mounted low on the fuselage and is constructed as a complete unit. It has slight dihedral and double slotted flaps. The fin and rudder are positioned forward in relation to the tailplane and provide excellent spin recovery characteristics by ensuring that the rudder is never completely blanked by the tailplane. The rudder is manually operated by a duplicated system.
The Hawk is powered by a Rolls Royce Turbomeca Adour Mk 851 turbofan that develops 5340 lbs static thrust (23.8kn).
The Red Arrows' Hawks have a modified fuel system that gives greater acceleration, vital because of the nature of their use of the aircraft.
Its primary structure is designed for a safe fatigue life of 6,000 hours. Some of the Hawk fleet are modified to carry Sidewinder missiles.

Team Leader
Squadron Leader Tim Miller



Team Manager
Squadron Leader Andy Stewart

Flying over Cyprus, go the Red Arrows, training for their spectacular formation flying, to be seen at Church Fenton.

Introducing the Red Arrows . . .

Red Two
Flight Lieutenant A. Hoy

Red Three
Flight Lieutenant M. Cliff

Red Four
Flight Lieutenant G. Bancroft-Wilson

Red Five
Flight Lieutenant D. Riley

Red Six
Flight Lieutenant J. Rands

Red Seven
Flight Lieutenant S. Johnson

Red Eight
Squadron Leader J. Glover

Red Nine
Flight Lieutenant J. Newton

Team Engineer
Flight Lieutenant J. Williams

A THRILLING DEMONSTRATION BY TEAM TOYOTA AEROBATICS

British Aerobatic Champion, Nigel Lamb and his skilled wingman, Dick Manning, will provide a thrilling demonstration of precision formation aerobatic display flying at Church Fenton, when they dive in for the start of Team Toyota Aerobatics' spectacular aerial show, which lasts for 15 minutes. The aircraft, which give the freedom and power to carry imagination through to manoeuvre, are the Toyota Pitts Specials. Purpose built for aerobatics, they have been specially designed to withstand the stresses of high speed twists and turns. Only about half the weight of a Toyota Carolla, they cruise at 145 mph and are stressed for over six times their own weight. The 200 hp Lycoming engines give a maximum diving speed of 203 mph and a rate of climb of 2000 feet a minute. Add to those statistics the ability to roll through 360 degrees in the time it takes to blink and you have the picture of a truly remarkable aircraft!

Look out for the ROLLER COASTER when both planes dive upside down at a 45 degree angle trailing smoke. By the bottom of the dive one plane has rolled erect and pulls up forcing the pilot down into his cockpit at five times his normal weight - pulling plus 5 'G' in pilots' jargon. At the same time the other plane pulls up to mirror the climb but without rolling so the pilot on the outside of the aerial curve is pushing minus 5 'G' - his body being thrown at five times the force of gravity against his double safety harness. The reason Toyota is written upside down on one side of each aircraft becomes obvious when watching manoeuvres such as this. Together, pilot and machine combine to produce a fantastically choreographed rolling, looping, stall turning chase across the sky - a breathtaking demonstration of three dimensional aerial freedom.

THE PILOTS

No stranger to Church Fenton, Nigel Lamb is an ex-Rhodesian Air Force pilot with flying in his blood. Influenced by his father, a Spitfire pilot during the Second World War, he has been flying since the age of 18.

Nigel came to Britain in 1981 and became dedicated to aerobatics. Eight years of display flying in the Far East, North Africa and Britain, provided ideal experience enabling him to come a very close second in his debut competition - the British National Championship early in 1986. He was chosen to represent Britain at the World Aerobatic Championships in his first year of competition flying and has won every major competition in Britain since then!

Richard Manning had a distinguished career as an RAF Fighter Pilot which has given him the flying skills and confidence necessary to fly a few feet away from another aircraft as they roll, twist and loop through over 30 manoeuvres in each 15 minute display.

He trained as a pilot on a Jet Provost in Yorkshire and having won the coveted Flying Trophy he was recommended to be a fighter pilot. His first tour was on Lightnings flying in the UK and Cyprus becoming the Display Pilot for the Near East Air Force. Next came a spell at Kemble, the then base of the famous Red Arrows and he taught new members of their team to fly the Gnat - the aircraft flown by the Arrows before they re-equipped with the Hawk. Dick spent eight years with the Sultan of Oman's Air Force finally joining Nigel in 1986. With 3000 hours on single-seat fighters to his credit, formation aerobatic display flying is a very different challenge.

The Aircraft Specifications

Engine	180 hp Lycoming
Display power/weight ratio	5.6 lbs/hp
Rate of climb	3000 feet per minute
Stall speed	60 mph
Max speed	203 mph
Cruise Speed	140 mph
Max weight	1150 lbs
Range	300 miles

Toyota Pitts Specials, in flight

Nigel Lamb and Richard Manning with the Toyota Pitts Special, purpose built for aerobatics

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2

A VINTAGE FORMATION
THE HARVARD FORMATION TEAM

An unusual and entertaining format makes for a very popular show when The Harvard Formation Team makes its appearance once more at Church Fenton.

The only formation display team of its kind in Europe, which flies ex-military aircraft, it has been greeted with enthusiasm by flying buffs ever since its first appearance 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-one 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.

The team leader, Anthony Hutton, has displayed aircraft ranging from the Lysander to the Yak 11 for sixteen years and all pilots are members of the HAA Register of Pilots. The other members of the team are all regular aviators with professional pilot training, and from time to time they are joined by other well known pilots.

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

The Harvard Formation Team before Take Off

OWN COMMENTATOR

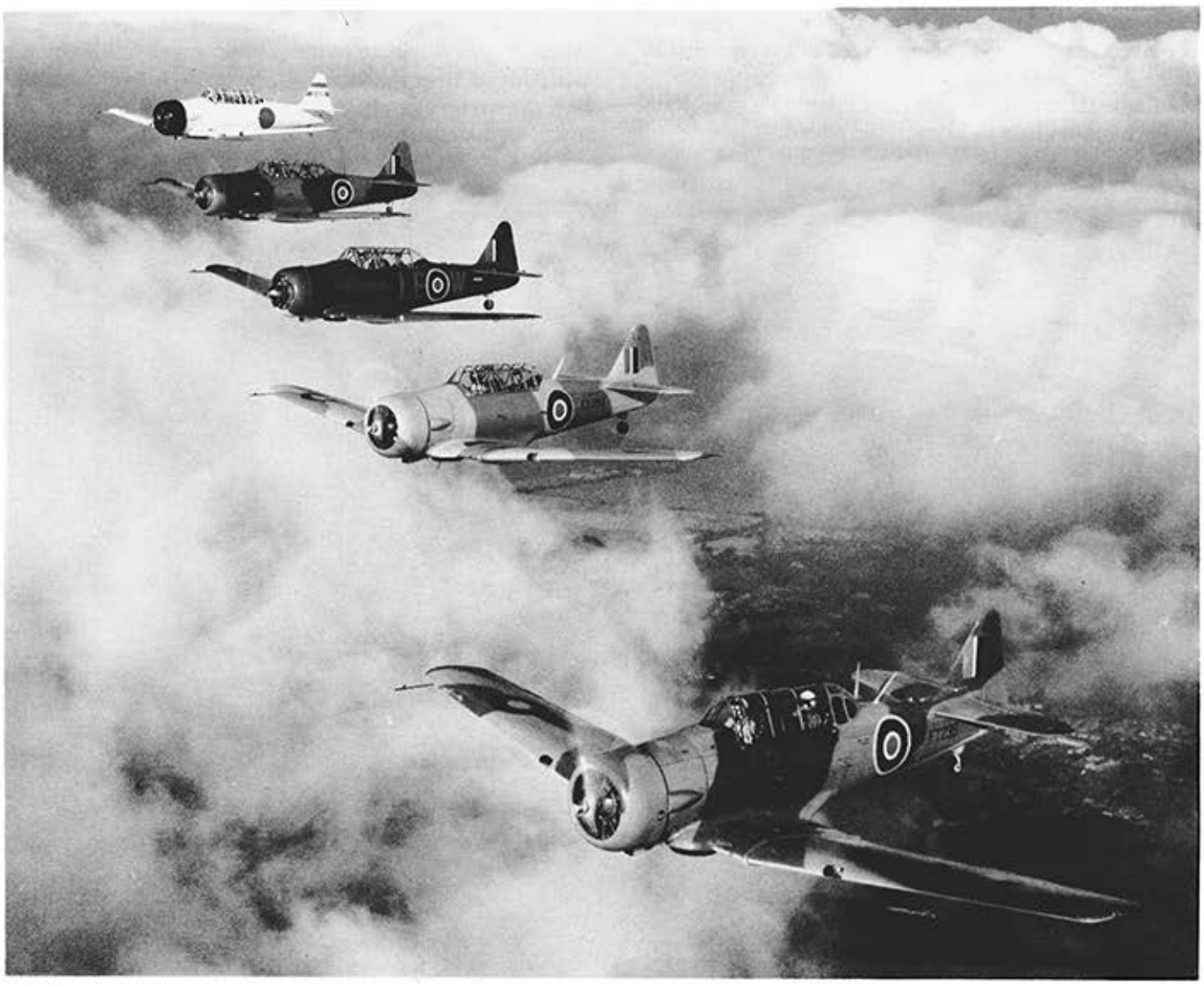
1989 is the 51st year of the Harvard and most Air Forces in the free world still use this aircraft as an advanced trainer for their pilots. Many, including the RAF at Boscombe, still have Harvards on charge fifty-one years later.
The team will be supported by their own Commentator, Jerry Mead, who is a pilot, engineer, commentator and aircraft 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 a "Zero" Harvard with support from a pair of Harvards. Both the C45 and Zero carry smoke which results in an exciting and realistic aerial battle which is enhanced by Jerry Mead's amusing commentary.
The C45 is escorted by two Harvards from the Team who run for cover when the Zero simulates attack. The C45 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, and which was a highlight of last years show.

BEWARE Keep Away From Runways
DON'T GET TOO NEAR

Aircraft will be landing and taking off from approximately 10.30 am to 7.30 pm.
AT NO TIME, before, during or after flying display should members of the public attempt to approach the runway.
The public are asked to keep within the roped off area and particularly to ensure that children are not allowed to wander.
DOGS MUST BE KEPT ON LEADS AT ALL TIMES....



The Harvard Team in formation ready to do their special show

A TRIBUTE TO ALLEN ROWLEY

By Kate Dibley

This year's air display marks the conclusion of over 35 years' association with the event by the man without whom the show might well have foundered back in the early 1950's.

The SSAFA display was staged for the first time in 1949, at what was then known as Yeadon Aerodrome. Allen Rowley, who retires this year from his 30-year stint as air display commentator, first became involved when he came to Leeds in the early 1950's as Air Correspondent with the former Yorkshire Evening News.

"At that time there was clearly a need for sponsorship if the air display was to continue," he said in a recent interview.

"After discussions with the late Brigadier H.E. Winthrop, who was then Director of Appeals for SSAFA, I suggested to the editor of the Yorkshire Evening News, the late Hartley Shawcross, that both newspaper and charity could benefit from a sponsorship deal, to which he readily agreed.

The Y.E. News sponsored the 1954 and 1955 events at Yeadon and then the 'air pageant' as it was then called, was moved to Lancashire being staged at Liverpool, and Blackpool. In 1958 there was no air show, partly because the Lancashire venues had proved less profitable and much more difficult to run," he added.

In 1958, Allen agreed to the invitation of Mr Alan Woodward, then editor of the Yorkshire Evening Post and a keen aviation enthusiast, to "cross the road" and become the Y.E.P.'s aviation correspondent.

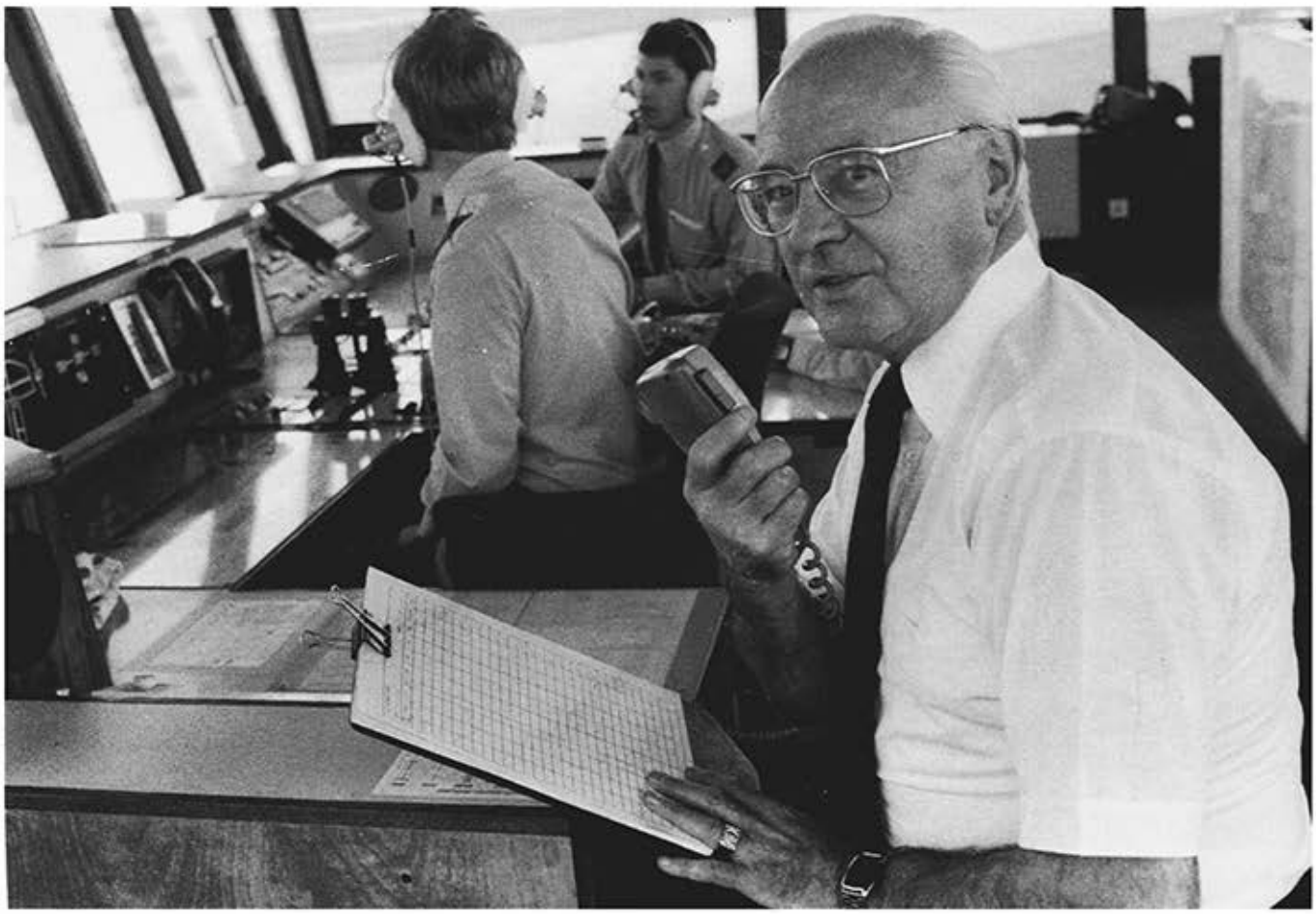
Allen Rowley's enthusiasm for aviation, and for helping SSAFA, was such that when his former paper decided to discontinue its sponsorship of the air display, he was able to persuade his new editor to take it over and the Y.E.P. has continued to sponsor the event.

That action saved the show and was a direct result of the SSAFA air display being able to celebrate its 40th anniversary this year.

He and Mrs Beila Best, SSAFA's Director of Appeals, have probably had a longer continuous experience of organising and running the show than anyone else around and he is fulsome in his praise of her efforts.

He also recalls the great enthusiasm of her predecessor, the late Brigadier R.E.H. Stott, and his wife Mollie who did so much to encourage all the Service personnel and civilians who have done so much to raise hundreds of thousands of pounds through the air display.

Allen also pays tribute to the support given to him by his wife, Joyce, over the years. "She and our two children - now grown up - rarely missed a show and she has been my most constructive critic in helping me to try and



Commentator Allen Rowley at work in the Control Tower at RAF Church Fenton

improve each show over the years."
Allen's love of aircraft was fostered just before World War Two by a cousin of his who was with the de Havilland company and did much work on Mosquito development. His relative was later involved in the production of the early Comets and the two exchanged interesting comments when a Comet 4 prototype in which Allen was flying was struck by lightning.
He worked for 12 years as an aviation correspondent before being appointed Promotions and Publicity Manager of Yorkshire Post Newspapers. During that time he flew in nearly 70 different types of aircraft and still prefers flying to any other form of travel.
He has written books and broadcast on the subject and, in the early days of multi-jet bombers, received an award from the United States Air Force for his account of an all-night re-fuelling trip in a KC-97 flying tanker, "topping-up" B-47 jet bombers.
He was the first newsman to cross the Iron Curtain in the only western military aircraft officially allowed to make the trip; a flight which took months to organise at the height of the Cold War. His parting comment from the RAF authorities at Northolt was: "If anything goes wrong - you're on your own!"
He was awarded the Polish Gold Cross of Honour for the work he did for members of the Polish Air Force Association who had settled in Britain and, on November 4, 1984 promoted the first-ever Jumbo Jet landing at Leeds and Bradford Airport and won a long-time bet with the airport director by being the first passenger to arrive there on a 747!
His most exciting flight? In a USAF F100F Super Sabre. His favourite "awe hell, let's go for a flip" aircraft? Dakotas and Tiger Moths. The best-looking commercial aircraft ever to fly? The Lockheed 1049 Super Constellation. Favourite present day commercial aircraft? Boeing 747 Big Top; steadily being overtaken by the Boeing 757. Most impressive of today's military aircraft? The CF18.
Allen crossed the Atlantic on the first ever T.W.A. jet transport to make the trip and was aboard inaugural or prototype flights on a number of aircraft types that have now "gone to the great aircraft breaker's yard in the sky," as he puts it.
Meanwhile, his son David, who is a journalist on "The Australian" in Sydney, is following in his father's slipstream. He contributes regular articles on aviation to Australia's only national newspaper and, last month, flew to France to cover the Paris Air Show for them.
When his duties at today's air show are over, Allen will be looking forward to "sitting in the crowd" at future Church Fenton shows where he will be able to see and enjoy all that is going on. Because in 30 years of being perched on that Control Tower, trying to keep the public informed of all that is happening, or about to happen, whilst at the same time listening to air traffic controllers, radar operators and aircrew messages whilst concentrating on split-second timings, programme changes, lost children and what-have-you for hours at a stretch, he says he "often gets little more than quick glimpses of the shows which he hopes the public are enjoying."
SSAFA Air Displays will not be quite the same without Allen Rowley. An enormous debt of gratitude is owed to him by everyone in SSAFA. We all wish him a happy, healthy and contented retirement when the time comes.

ROTHERHAM
ENGINEERING STEELS
P.O. BOX 50, Aldwarke Lane, Rotherham S60 1DW
Telephone: (0709) 382141 Telex: 54209

EUROPE'S FINEST
MANUFACTURER
OF QUALITY
SPECIAL STEELS

3

THE YUGO FLYING CIRCUS PROVIDES SOME THRILLS

A unique show is provided by Yugo Cars Flying Circus, combining a pre-World War II bi-plane with a daring aerobatic display with much travelled Helen Tempest, standing on the wings of the plane.
Last year Helen achieved a first by flying upside down and she and her pilot travelled the length and breadth of the UK from Inverness in Scotland, to Swansea, Kent, Cornwall, and the Channel Islands, displaying at air shows, motor shows and other festivals.

Helen Tempest. The "Girl-on-the-Wing" for Yugo Cars Flying Circus.

The Show Reaches Millions

Because of the unusual presentation of the show it has attracted a wider audience than visitors to the many air shows attended. Last year The Flying Circus notched up 90 minutes of national and regional television coverage!
The highlight of last season was the Flying Circus' attempt to win the World Wingwalking Record, which they achieved. Helen Tempest is now the new world record holder after smashing the old record of 2 hours and 4 minutes by an outstanding 36 minutes - the new record being 2 hours and 40 minutes of continuous flight!
Helen Tempest comes from Peterborough and her job must be the envy of many of her contemporaries. She travels a lot and spends her life in the public eye.
No stranger to the flying world, her father has been a display pilot for 26 years and was a member of the famous Barnstormers. Helen did all the test flying for the Flying Circus before its hectic summer schedule two years ago and is the youngest person to wingwalk in England.
Commenting on her job, Helen said "There's no other job like this in Europe - I love it! Nothing can beat the sensation of flying up there, above the crowds, and although it can be hard work, I wouldn't swap places with anyone".

A Special Lady

To compete as an attraction against a world record holder and a winner of many competitions, you have to be a little bit extra - and that is exactly what the Yugo Cars Flying Circus' Boeing PT17 Stearman N54922 is.
Built in 1943, the plane's first job was to train US Navy pilots for the War, accumulating in the process 3,400 flying hours. After service duty the plane spent some time as a crop-duster in California, when by now the worn out 220 hp engine was replaced with a 450 hp Pratt & Witney. The Stearman spent an eventful 24 years farming, during which time it had many adventures including "wheeless" landings when one less than eagle-eyed aviator managed to tear off the main wheel and Oleo assembly in a low flypast over a stone wall! Retired in 1974, however, old birds never die and the plane underwent a complete refit and became eventually a member of Yugo Cars Flying Circus, now sporting its 11th engine and fitted with a special wing-rig designed by Art Scholl Aviation. Shipped to England in 1987 it has already made a successful appearance at Church Fenton and the SSAFA Air Show.

The Programme

The Stearman will be doing a number of stunts, from level flypasts, to loop, wing-over, barrel roll, 1/4 clover, stall turn, a dive to the crowd, and a horizontal figure eight.
All this will be carried out by a new pilot - John Adam, for whom it is the realisation of a lifetime's ambition.

Helen Tempest, The "Girl-on-the-Wing" for Yugo Cars Flying Circus.

John has always wanted to devote his working life to flying, for his love of planes began at the age of 13, when he joined the Air Training Corps (now Air Cadets). His first passion was for gliding, of which he 'begged' 145 hours of flying time before his 16th birthday, when he joined Oxford Gliding Club where he eventually became Chief Flying Instructor and a regular competition pilot.
In 1970 he joined G.ANFM Syndicate, where he learned to fly the Tiger Moth and Tiger Club Stampe, and taught himself aerobatics.
His success ultimately led him to join the famous Barnstormers Flying Circus in 1980.
John subsequently completely succumbed to his love of flying, giving up his career in computers to take a position with Soaring Oxford, the UK Grob agency - a company he now owns jointly with his wife.
He was delighted to accept the Yugo Cars Flying Circus offer and brings enormous flying experience to the job.

BEST WISHES

ROYAL · FLEET · AUXILIARY · SERVICE

from
The Royal Fleet
Auxiliary
Service

STATIC DISPLAY

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

Nimrod	- RAF St Mawgan	- 236 OCU
Canberra	- RAF Wyton	- 100 Sqn
Hunter	- RAF Lossiemouth	- 208 Sqn
Hawk	- RAF Brawdy	- TWU
JP MK3	- RAF Church Fenton	- 7 FTS
JP MK5	- RAF Church Fenton	- 7 FTS
Tucano	- RAF Church Fenton	- 7 FTS
F16	- Royal Danish Air Force	
F35	- Royal Danish Air Force	
CF18 Hornet	- Canadian Armed Forces	- 439 Sqn
T33	- Canadian Armed Forces	
Fouga Magister	- Belgian Air Force	
JetStream	- RAF Finningley	- 6 FTS
Blackburn B2	- BAE Brough	
Bucker Jungmann	- Sherburn in Elmet Flying Club	

SSAFA
– THE FAMILY FRIEND

WHAT SSAFA DOES

SSAFA is a world-wide independent voluntary organisation, whose objects are to be of use to the families of Service and ex-Service men and women; to act in confidence as their friendly advisers in their problems and difficulties, however personal and however varied; and to provide them with relief when they are in distress.

THE ORGANISATION

At home, SSAFA has integrated its Branch network with that of the Forces Help Society which supports single Service and ex-Service men and women. There are 1,100 Branches which between them cover every acre of the United Kingdom and the Republic of Ireland as well as Service stations overseas. These Branches are manned by some 5,000 voluntary workers. This close network of Branches at home and abroad means that SSAFA's friendly unbiased help is readily at hand wherever in the world Service families are posted; so with good communications prompt action can be started to relieve the more difficult problems of family separation which are an inescapable part of Service life. It also means that at home ex-Service families have an independent and understanding neighbour always at hand.

AT HOME

SSAFA's voluntary workers are knowledgeable about the statutory welfare agencies and Service procedures. they help Service and ex-Service families to obtain all the assistance to which they may be entitled from statutory sources and they act as agents for the Service and Regimental Benevolent Funds. All SSAFA Branches are empowered to give immediate help from the Association's own resources to meet immediate need without reference to any higher committee. There are also SSAFA Social Workers in large garrisons in the UK.

ABROAD

Overseas, as agents for the Ministry of Defence which bears the cost, SSAFA recruits and administers highly trained Health Visitors and Social Workers who between them provide a standard of service at least commensurate with that available in the United Kingdom. The Health Visitors advise and sustain young wives with small children while the Social Workers help Commanding Officers in the handling of their men's family problems.

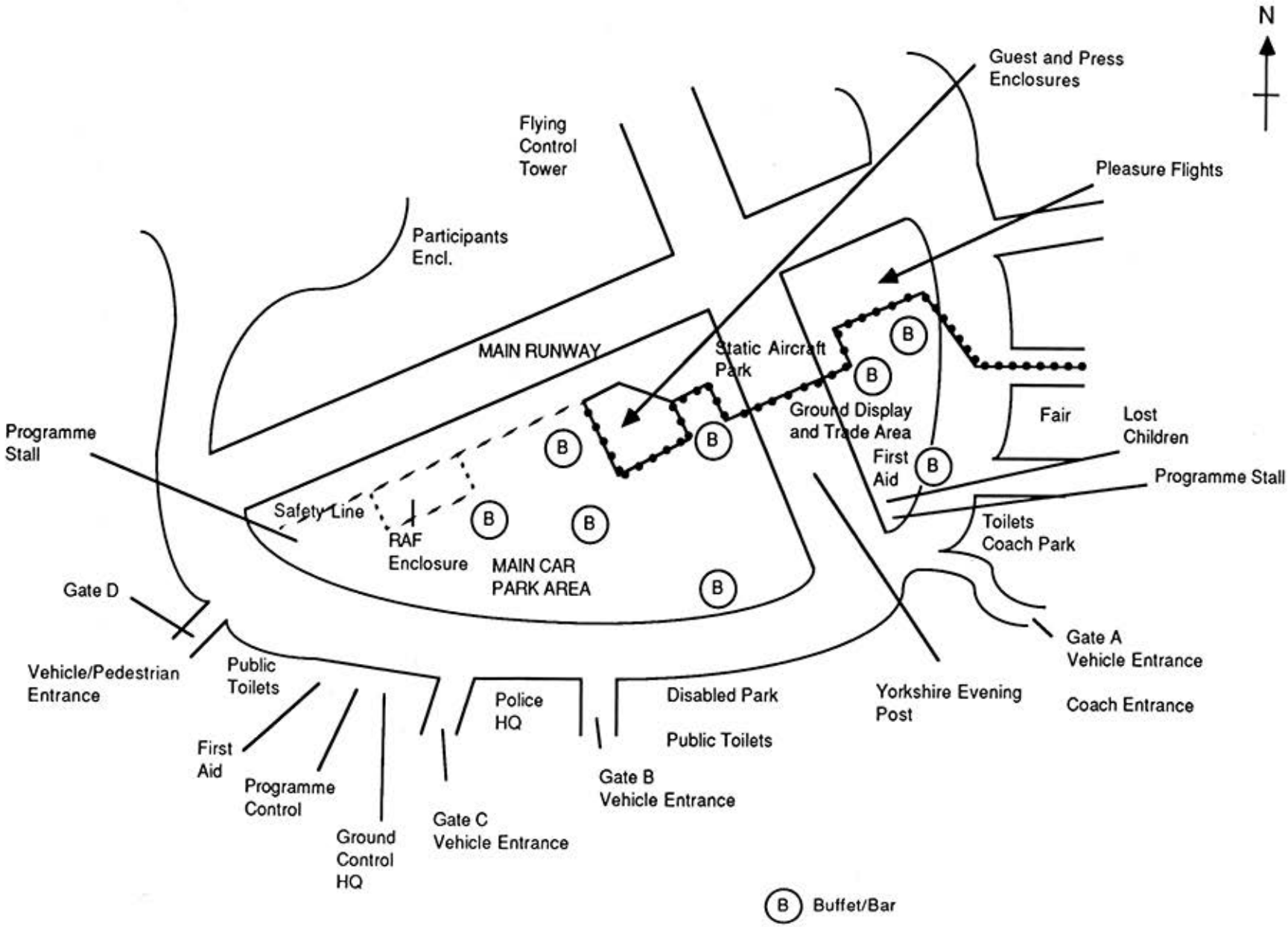
SSAFA

'A FRIEND FOR LIFE'

The Soldiers', Sailors' and Airmen's Families Association 16-18 Old Queen Street, London SW1H 9HP.

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.

1300-1400

Yugo Cars Flying Circus – John Adams /Helen Tempest
Extra 230 – Richard Goode
Jet Provost Flypast – RAF Church Fenton
Buccaneer – RAF Lossiemouth
Lynx Formation Team – Army Air Corps, Middle Wallop
Ryan PT22 – Brian Russell

1400-1500

CF18 Hornet – Canadian Armed Forces
Jet Provost Aerobatic – RAF Linton on Ouse
Bucker Jungmann – Anthony Smith
Red Arrows – RAF Scampton
Sea King ASW – RNAS Culdrose
USAF Participation – F1-11 - Upper Heyford

1500-1600

Royal Marines Take Off – R M Poole
Alpha Jet – Belgian Air Force
Royal Marines Free Fall – R M Poole
Sea Harrier – RNAS Yeovilton
Hawk – RAF Valley
Pussers Pair Gazelles – RNAS Culdrose
Firefly T67 – Pete Clarke

1600-1700

Lynx – RAF Portland
PC9 – B Ae Brough
Harvard Formation & Aerial Battle – Anthony Hutton
Sea King SAR – RAF Manston
Historic Flight – RNAS Yeovilton

1700-1730

Pitts Special – Nigel Lamb
Tornado – RAF Honington
Jetstream Display – RNAS Culdrose
Harrier – RAF Wittering
Battle of Britain Memorial Flight – RAF Coningsby

HOW YOU
CAN HELP SSAFA

There are valuable ways that you, as a caring person, can help SSAFA to continue its work for the families of all who serve or have ever served in the Armed Forces. Our casework is increasing steadily and we need both money and volunteers to ensure we can speedily react to the rising need.

BY MAKING A DONATION

i. I enclose a donation. £
ii. I will make an annual donation £
for 4 years under Deed of Covenant.
Please send the necessary form.*
iii. I will make an annual donation. £
Please send a banker's order form.

**The value of gifts under Covenant is greatly enhanced as the Association can claim a refund of income tax at no additional cost to the donor.*

BY BECOMING A FRIEND

Many local Branches welcome the support of Friends in various ways, fund raising, publicity, office work, driving old folk, etc.,
If you feel you would like to be more involved, and would like details of the work done locally, please tick box.

BY SUPPORTING PAYROLL GIVING

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

BY REMEMBERING SSAFA IN YOUR WILL

Legacies are a vital source of income to SSAFA. Please include a legacy to the Association when making your will, or adding a codicil.
Only by the support of generous donors can SSAFA ensure that its increasing work for the families of all who serve or have ever served can continue unhampered by lack of money.

*Thank **you** for your support.*

Name .....

Mr/Mrs/Miss (or other title) .....

Address .....

.....

The Soldiers', Sailors' and Airmen's Families Association 16/18 Old Queen Street, London SW1H

LOCAL BUSINESS MAN IN HISTORIC AIRCRAFT

The Bucker Jungmann vintage bi-plane is a classic, designed in 1935, it was later commissioned by the Luftwaffe who used it from 1953 for training.
Anthony Smith, a local manufacturer of polyestrene, who lives at Hillam, N. Yorkshire, acquired the plane from the Spanish Air Force five years ago. It's restoration took eighteen months to complete and on completion, Anthony intended to fly the Bucker Jungmann from Australia to England in June 1988, however, due to troubles in Burma, the flight had to be cancelled and did not take place until this year.
Overjoyed at finally being able to fly the bi-plane from Australia, it took 23 days, Anthony arrived in the UK on 21st May, after 140 hours of flying!
The Bucker Jungmann is a two seater tandem with a steel tubular fuselage, wooden wings, covered with best Irish Linen and a 150 hp engine.
Described as a highly desirable aeroplane for aerobatic work, Anthony Smith will be putting it through its paces and is later looking forward to showing it off to admirers when on static display. Anthony Smith has been flying for five years and is naturally very proud to be the owner of such a unique craft.

Lone Pilot, Tony Smith, who flew half-way around the world in a fifty year old biplane, on his arrival back in the UK. Tony traced the route of Amy Johnson and will be showing off his Bucker Jungmann at Church Fenton. Picture by Yorkshire Evening Post.

EXCELLENT CAREER OPENINGS

The continuing success of British Aerospace's Flying College at Prestwick means that we have further opportunities for ambitious professionals who are looking for career progression with an expanding company.

Qualified Flying Instructors

You'll need to have proven experience of ab-initio flying instruction in military or civil aviation and possess a current United Kingdom CAA CPL/IR. For those without IR, assistance may be offered.

Licensed Light Aircraft Maintenance Engineers

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

Navigation Ground Instructors

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

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

For further information, contact Mr. K. R. Hibberson, Personnel Manager on (0292) 671022 Ext. 2597. Alternatively, write to him with brief career details at British Aerospace Flying College Ltd, Prestwick Airport, Ayrshire KA9 2RW.

BRITISH AEROSPACE
FLYING COLLEGE

13

A FANTASTIC NEW AIRCRAFT FOR OUTSTANDING DISPLAY

One of the best known British display pilots, Richard Goode, is a Director of a Management Consultancy and is well known to Church Fenton audiences.
Richard has been flying for 17 years, concentrating on aerobatics for the past 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!
In 1978 on the strength of this achievement, Richard was selected for the 1978 British Aerobatic Team for the World Championships and the following year he won the selections for the British Aerobatic Team and came second in the British Championship.
He was in the British Team for the 1980 World Championship in the USA (where he was 16th over all) and was Captain of the British Team for the European Championship in 1981 and the World Championship in 1982.
Richard was selected as the sole pilot to represent Britain in the "Champions of Champions" competition held in Australia in 1984.
Severely injured in a flying accident in 1984, he was flying within days of discharging himself from hospital and is now in top flying form.

AN EXTRA 350

Richard Goode will be flying a totally different aircraft this year, the Extra 350.
The 350 represents a new world of aerobatic performance. A larger plane than the Extra 230, which is usually flown by Brian Lecomber, the Extra 350 is constructed with the very latest in carbon-fibre and kevlar technology. Consequently, the plane weighs little more than the Extra 230 despite its size, yet with 350 horsepower, has half as much power again.
This element gives the plane the most extraordinary power to weight ratio - probably the highest of any piston engined aircraft in the world, and coupled with a rate of roll in excess of 360 degrees per second, and an airframe that is stressed to plus and minus 24G, gives what amounts to a quite incredible performance.
The prototype first flew in August 1988 and then only three weeks later competed in the World Aerobatic Championship. Despite having been used so little, it won the freestyle sequence and came close to an overall win!
So visitors to Church Fenton can expect a thrilling experience.

The Extra 300 " A fantastic new aircraft ideal for aerobatics " says Richard Goode

INTREPID YORKSHIREMAN AND THE FIREFLY

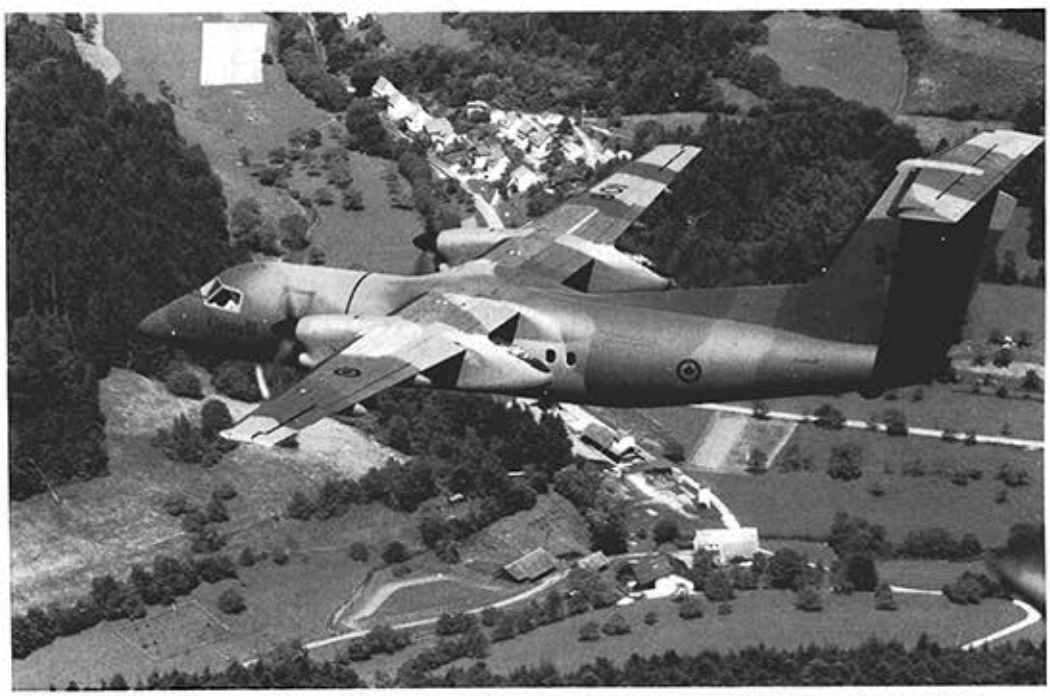
A popular figure at Church Fenton is Pete Clark, well known to aerobatic flying buffs. Pete lives in Kirbymoorside, North Yorkshire and is Managing Director of CC Specialist Cars.
Pete has held a pilot's licence for 12 years and has been flying aerobatics for over six. He was winner of the 1986 standard level British aerobatic Points Championship and has three years competition aerobatic experience, flying the T 67M 160 for Slingsby Aviation at Kirbymoorside. He has been display flying for three years and last year took part in over 40 air shows, including Church Fenton. At present studying for his commercial pilot's licence, Pete was a racing driver for 18 years, racing sports, saloon and formula cars. When flying permits he still races a Porsche. He has appeared at the Le Mans 24 Hours - a worthy training for the physical exertions of an aerobatic pilot. Pete Clark flys the Firefly from its home base at Slingsby aviation airstrip at Kirbymoorside.

LOOPING THE LOOP WITH THE G FLYV

Pete's plane is a top of the range Slingsby T 67M 200 Firefly, a versatile side by side, two seat, fully aerobatic, all GRP fibreglass. Used for military and civil training of pilots.
Powered by a 200 hp fuel injected engine and fitted with a 3 blade constant speed propeller fully inverted oil and fuel systems. The Firefly has a maximum speed of over 160 mph and a rate of climb of over 1100 feet a minute.
The airframe has undergone long term fatigue tests to simulate 75,000 flying hours, and has a 15,000 hours life in the demanding flying training role at load factors of +6G and -3G.
The Firefly's exceptional visibility and superb handling enable the aircraft to carry out a full range of graceful and classical aerobatic manoeuvres in a very tight and flowing display which is a delight to watch.

The Firefly in which Peter Clark will be looping the loop

CANADA'S MODERN AIR FORCE



Once again, the Canadian Air Forces, will be flying into Church Fenton, with two CF-18's, the world's most advanced modern fighters.
Famous for the fact that they deploy the most modern fighter aircraft available, the CF-18 is used by the Canadians in their Fighter Squadron assigned to NATO in Germany.
At Church Fenton, The Canadians will be flying the CF-18 to show off its paces, whilst another will be on static display, enabling visitors to have a closer look at this fascinating aircraft.

A CC-142 Dash-8 aircraft from 412 Transport Squadron, CFB Lahr, F.R.G., flies over the Black Forest area of southern Germany. Canadian Forces Photo by WO Vic Johnson.

THRILL TO THE SKILLS OF THE ROYAL MARINES

The Royal Marines will be providing some breathtaking and thrilling moments when their famous free fall parachute team drop in over Church Fenton. The Team, who are world reknowned, is made up of volunteers from the Royal Marines and was first started in 1977, when they were set up to merely provide a display team to go round the UK. Such is their expertise however, that the Royal Marines developed skills which brought them quickly into world class parachuting and they have remained on top form ever since. They are world as well as national champions, holding the world parachute stacking record – 24 by day and 22 by night! Some achievement of which they are naturally and justifiably proud.

Before joining the team, which is commanded by a Lieutenant, all the Royal Marines involved have already made an average of 700 sport parachute jumps, which is one of the secrets of their success. At Church Fenton you will see them take a breathtaking exit from their aircraft which will be flying at 10,000'. Their speeds will be in excess of 120 miles per hour! Whilst speeding downwards, they will demonstrate various free falls, including a dramatic delivery of canopy, the docking off of two or more parachutes in flight and something which they are acknowledged as being world champion for – Canopy Rolling.

For this discipline, which is awe inspiring to watch, the Royal Marines have achieved the status of National Champions and are acknowledged as being amongst world leaders at this sport.

Additionally the team has achieved at least three world class awards. In 1984, a Bronze Medal, in 1986 a Silver Medal and in 1988 a Bronze again.

So whilst you hold your breath and watch these daring heroes, gyrating from their plane and manoevring their 'chutes', spare a thought for their dedication and skill. It takes a tremendous amount of hard work and strenuous training in order to achieve such splendid results, with which to thrill you, the spectators.

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.

THE ROYAL NAVY COMES TO CHURCH FENTON

"IT IS UPON THE NAVY"

The Royal Navy Historic Flight

Charles II is quoted as saying "It is upon the navy under the Providence of God, that the safety, honour and welfare of this realm do chiefly attend".
When he made his remark he had no foreknowledge that one day the navy, founded by Henry VIII and the pride of Charles II, would take to the skies in order to protect the realm.
Naval aviation started at the very beginning of this century since when the Royal Navy has operated more than two hundred different types of aircraft.
Early experiments with kites and airships for observation purposes were carried out and in May 1911 the Admiralty purchased its first aeroplane, a Short S38. Properly organised naval aviation started a year later when, in April 1912, the Royal Flying Corps was formed with a Naval and Military Wing.
This was unpopular and short-lived and the Naval Wing was soon referred to as the Royal Naval Air Service, attaining official recognition as a separate service in 1914.
The Service operated with distinction throughout the First World War flying from English, French and Belgian airfields, coastal seaplane bases and ships, although the latter was limited.
By the end of the war the Navy had nearly three thousand aeroplanes and over a hundred airships, which flew from ships and the 126 naval air stations at home and abroad.
The Royal Navy Air Service was amalgamated with the Royal Flying Corps on 1st April 1918 to form the Royal Air Force and the responsibility for naval aviation passed to the new service. The title "Fleet Air Arm" was adopted in 1924 and is still used today, despite a period between 1939 and 1953 when it was officially changed to "Air Branch", a title that was rarely used. When the Second World War broke out in 1939, the Fleet Air Arm could only muster 340 aircraft, the majority of which were biplanes. By the end of 1945 the number had risen to 3,700 operating from 59 aircraft carriers and 56 naval air stations all over the world.
Following the War, numbers of personnel and aircraft were reduced, but the Fleet Air Arm remained viable and played a major role in the Korean War, the Suez Crisis, Malaya and the Falklands Campaign. The face of naval aviation has changed considerably since the Second World War, with the advent of the helicopter; the demise of conventional fixed wing aircraft at sea and the introduction of the vertical take-off Sea Harrier.

The Royal Navy Historic Flight has samples of just four of the many types operated by the RN for over three quarters of a century. In their day, they were all front line aircraft and, as such, they went to sea in ships. Three of these famous craft will be seen at Church Fenton.

THE FIREFLY

The Fairey Firefly MK5 was designed as a fleet fighter reconnaissance aircraft. The prototype flew in December 1941 and the first production aircraft was delivered from Fairey's Great Western Aerodrome (now Heathrow) to RNAS Yeovilton on 4th March 1943, where the first operational Squadron 1770, was formed in October.
Flying from HMS Indefatigable 1770 Squadron took part in attacks on the German Battleship "Tirpitz" in July 1944 and the same Squadron was involved in the first major action by the Fleet Air Arm against the Japanese, when the oil refineries in Sumatra were set ablaze with rockets. At the end of the war Fireflies of 1771 Squadron were the first British aircraft to fly over Tokyo.
Much modified Firefly Mk4 had clipped wings and flew in 1945, subsequently seeing action in Korea and Malaya. 1,700 examples of different marks were built.
The Firefly, which is part of the flight WB 271, entered service with 814 Squadron at RNAS Culdrose in Cornwall in July 1949 and spent nine months at sea in HMS Vengeance, before going for maintenance and afterwards to Korea.
She was transferred to the Royal Australian Navy and served in the carrier "Sydney" before conversion for target towing duties in 1957. Her purchase price was raised by the ship's company of HMS Victorious when she was put up for sale. They paid £160 and she was brought home in 1967 and presented to the Fleet Air Arm Museum at Yeovilton.
Restored to flying condition in 1972, she joined the Historic Flight and is painted in the Korean War markings of 812 Squadron from HMS Glory's air group.

SWORDFISH

A legendary aeroplane, known as the "Stringbag", it was delivered to the Fleet Air Arm in 1936, was outdated by 1939 and remained operational until the end of the Second World War.
The Swordfish II gained the distinction of being the last biplane to see active service.
Powered by 750 h.p. Pegasus radial engine and capable of little more than 130 MPH, it achieved

remarkable success and admiration during its decade of service.
In 1940, a night raid by Swordfish, armed with bombs and torpedeos, virtually destroyed the Italian battlefleet in Taranto harbour. The German battleship Bismarck was first disabled by Swordfish from HMS Victorious and Ark Royal, before being sunk. After the Ark Royal had herself been sunk, one of her Squadrons flying from Manston in Kent, attacked the battle cruisers, Scharnhorst, Gneisenau and Prinz Eugen, as they made their famous "Channel Dash" in February 1942. All six Swordfish were lost and 13 of the 18 aircrew perished.
LS326 was built in 1943 at Sherburn-in-Elmet in Yorkshire by Blackburns and is really a "Blackfish". She saw active service flying on North Atlantic convoy duties with "L" Flight of 836 Squadron on board the MAC ship "Rapana".
After the War she flew from the naval air stations at Culham (Oxford) and Worthy Down (Winchester) before going to Fairey Aviation as G-AJVH.
In 1960 she came back to the Navy and was repainted for her starring role in the film "Sink the Bismarck". At Church Fenton she will be seen in her wartime 836 Squadron Colours.

SEA FURY

The Sea Fury was the fastest single engine propeller driven fighter ever produced, being capable of 485 MPH at sea level. Flown early in 1945 the Sea Fury entered service in 1947 with 807 Squadron at Eglinton in Northern Ireland and was the Fleet Air Arm's last operational piston fighter. It remained in the front line until superseded by the Sea Hawk in 1954.
The Sea Fury FBII was built in 1946, TF 956 was the first production MK II and after delivery in 1947 served at various air stations before going to Korea in 1950 with 807 Squadron in HMS Theseus. She flew more than 200 hours on operational sorties and was hit by flak several times. After Korea, she flew with 1834 RNVR Squadron in the middle fifties and was sold to Hawkers in 1963. Partly restored by them, she was returned to the Navy in 1971 and flies with the Historic Flight in her Korean War Livery of 807 Squadron.

THE PILOT - THE SWORDFISH

Commander Chris Honneyball started flying in 1959, qualifying as a Naval fighter pilot. He has flown Sea Hawks, Sea Vixens and Phantoms, operationally flying from the carriers Hermes, Victorious, Ark Royal and Eagle. He has also commanded the frigates Brighton and Plymouth and was the Staff Aviation Officer in Hermes during the Falklands conflict.

THE PILOT - THE FIREFLY

Lieutenant Commander Chris Hill joined the Navy in 1964 as a Seaman Officer, serving as Gunnery Officer of a Far East Minesweeper. He qualified as a Gannet pilot in 1968 and has flown a variety of rotary and fixed wing aircraft, ranging from Wasp to HS 125. His present appointment is Commanding Officer of Heron Flight, operating Sea Heron and Chipmunk Aircraft.

THE PILOT - THE SEA FURY

Lieutenant Commander John Beattie started flying in 1968, having spent 9 years in ships engine rooms. He qualified as a Wessex Commando pilot and has served in a Frigate Wasp Flight, on exchange with the Army Air Corps and several instructional tours, including 705 Squadron, where he led the "Sharks".
John flew the Swordfish in the 1986 season and the Firefly in 1987. He is Commanding Officer of Sea King Helicopters of 707 Squadron when not in the Historic Aircraft Flight.

THE JETSTREAM

The Jetstream from 750 Squadron should prove interesting to aircraft buffs. The Jetstream is used to train Royal Navy Observers in basic navigation, a very important part of their training.

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THE PUSSERS PAIR

The PUSSERS Pair come from the Royal Naval Air Station Culdrose, which is the largest Helicopter base in Europe.
750 Squadron is the home of the Royal Navy helicopter school whose main role is to teach students basic helicopter flying.
On completion of a strenuous five month course, the successful student is awarded his ''Wings'', a very proud moment for him and his family.
The craft are Gazelle HT2 built by Westlands/ Aerospatiale. The Gazelle started service with 705 Squadron in 1975 and is highly manoeuvrable and versatile, popular with both instructors and students alike.

The Pussers Pair from RN Air Station Culdrose, the largest Helicopter base in Europe, doing a spectacular air display

GAZELLE HT2

Power Plant:	One Turbomeca Astazou 3N2 rated at 655SHP
Rotors:	3-BLADED semi-articulated main rotor, 13-Bladed Fenestron tail rotor
Dimensions:	Rotor Diameter 10.5m, length 12.0m
Weight:	Empty 1040kg, Max 1800kg, fuel load 365kg
Max Speed:	168 kts when diving, 135 kts level flight

The Pilots, Lt Cdr Roger McDonald (PP Lead) and Lt Richard S Brookbank (PP No 2) who will be flying the Pussers Pair at Church Fenton

THE PILOTS

Lt Cdr Roger McDonald (PP Lead) joined the RN in 1973.
Roger has served mainly with Commando Squadrons, operating with the Royal Marines in Norway, and the Mediterranean. He started instructing in 1979 on Gazelles and has recently returned to Gazelles after a six year break flying Wessex and Sea King Commando helicopters. In 1981 he flew with the Sharks display team and last year flew the Fairey Swordfish for the RN Historic Flight.

Lt Richard Brooksbank (PP No 2) joined the RN in 1977 as a Seaman Officer.
After serving in a Mine sweeper in the Fishery Protection Squadron he started flying training in 1984. Richard spent 2 years with 814 Squadron flying Anti-Submarine Sea Kings on board HMS Illustrious, which included a world tour in 1986. He started instructing in 1988 on the Gazelle.

THE SEA KING HELICOPTER

The Sea King Helicopter Anti-Submarine MU5 comes from 820 Naval Air Squadron and is part of the HMS Ark Royal Air Group.
The Sea King has a normal crew of four, including two pilots, one Observer and an Aircrewman. The Sea King's main role is in anti-submarine warfare, so consequently, it is fitted with active sonar, or passive sonar buoys.
Built by Westlands, The Sea King is powered by two jet engines (gas turbines), weighs 10 tons and has a maximum speed of 140 mph.

DANISH PILOT FLIES THE RN LYNX

Karsten Lybke is a Danish Lieutenant Commander on a two and a half years exchange with the Royal Navy Fleet Air Arm.
Karsten joined the Royal Danish Navy in 1976, after spending five and a half years at the Danish Naval Academy, where he graduated as a Lieutenant. 1982 saw him on an eight month deployment to the Faroes and Greenland, as the operations officer on a small Danish Frigate.
In the Spring of the following year, Karsten Lybke started his flying training in the Danish Air Force, a course which lasted for a year, when he was sent to Fort Rucker, Alabama, USA, to do a years helicopter training on a Hudge 300 and a Bell (Huey).
Back at home with the Danish Naval Air Squadron, he converted to the Lynx and qualified to operate again in the Faroes and Greenland Theatre.
In 1987 he came to the UK to commence his exchange, which ends in January 1990. Karsten joined 702 Squadron, The Lynx Training Squadron, as a Lynx Staff pilot at Portland Air Station and has 1700 military flying hours behind him.

LIEUTENANT STEWART COOMBES RN

Stewart Coombes is flying as an observer. He joined the Royal Navy in 1982 and has served various theatres including the Persian Gulf. He is currently an instructor on 702 squadron training aircrew.

THE LYNX HELICOPTER

The 702 Naval Air Squadron has thirteen Lynx HAS MK3 Helicopters on which they train all Lynx aircrew and maintenance ratings to a high standard, which enables them to join on the completion of their course, a front-line Lynx Flight.
Students, both pilot and observers, spend six months at the Royal Navy's Lynx Training Squadron, which is based at RNAS Portland, HMS Osprey, near Weymouth, Dorset.
The training is intensive, there are five courses each year with students spending the first few weeks converting to the Lynx during the Advanced Flying Training phase. The remainder of the course is spent on Operational Flying Training, with one important weekend abroad gaining knowledge of foreign air traffic control procedures.
Once the training is completed, students are transferred to 815 or 829 Naval Air Squadron, where they do operational flying on a front-line ship's flight.
Maintenance training is also important. The maintenance training cell are responsible for the training of Junior and Senior Rates in three trades, Mechanical, Radio and Weapons and Electrical. They too, once trained, qualify to join a front line ship's flight.

The Navy Lynx are important aircraft which are employed as far afield as the Persian Gulf, Australia, Caribbean and North Atlantic.
Karsten Lybke is looking forward to having the opportunity of showing off the Lynx's paces at Church Fenton.

Karsten Lybke, a Danish Lieutenant Commander on a two and a half years exchange with the Royal Navy Fleet Air Arm, with the Royal Navy Lynx he will fly at Church Fenton.

AN ATTACKING CRAFT

The Sea Harrier FRSL comes from 899 Naval Air Squadron and is a naval derivative of the Harrier GR3 ground attack aircraft.
The Sea Harrier was developed in the late 1970s to provide Air Defence cover for the Royal Navy, with secondary roles on reconnaissance and ship attack. To make it more suitable for these roles, it has better cockpit visibility, an air defence radar and a very good weapons system plus a number of anti-corrosion modifications.
In its main role, as a defensive weapon the SHAR can carry 4 AIM 9 Sidewinder IR missiles and in its other role as a ship attacker, 2 Sea Eagle missiles, or up to 5 free fall or retard bombs. In both roles the SHAR carries 2 x 30 mm Aden cannons.
Used in the 1982 Falklands conflict, SHARs notched up the destruction of 16 Argentine aircraft with no losses in aerial combat, which shows their strength.
The Naval Air Squadron 899 is the HQ and training Squadron for Sea Harriers and is based at Yeovilton in Somerset. The Squadron train pilots and maintainers for the two front line SHAR Squadrons, 800 and 801 NAS. These Squadrons operate from the 3 Invincible class carriers, Invincible, Illustrious and Ark Royal, all famous historic names for naval ships.

Improvements are constantly being made and the SHAR updated. 1992 will see the first Mk2 version enter service. Improvements will include the Ferranti Blue Vixen pulse-doppler multi-mode radar and the all weather AMRAAM medium range missile, which will make the SHAR a formidable weapon for the next century.

DETAILS OF SHAR

Length:	47'
Wingspan:	25'
Basic Weight:	13000 lbs
Engine:	Rolls Royce Pegasus producing 21500 lbs of thrust
Top Speed:	600 kts/M 1.2
Weapons:	2 x 30 Aden cannon 4 x AIM9 Sidewinder IR missiles 2 x Sea Eagle Anti-ship missiles 5 x 1000 lb bombs 5 x BL 755 Cluster Bombs

The Sea Harrier display pilot - Lieutenant Commander David Morgan DSC Royal Navy.

Lt Cdr Morgan joined the Royal Navy in 1966 and has had a very varied career, having flown both helicopters and Harriers for the RN and the RAF.
David, who is 41, has flown a dozen different types of aircraft and achieved over 4000 hours total flying, 2500 of which are on Harriers. He flew his first display in 1973 and has been one of the RN Sea Harrier display pilots since 1983.
He has flown in over 100 displays at most of the well known airshows in Europe, including Farnborough and Hanover. To celebrate the American Bi-Centenary in 1986, David flew a short display opposite the Statue of Liberty, New York.
David, who is at present serving as an instructor with 899 NAS at RNAS Yeovilton, has served in many areas of the world, including seven years in Germany and is one of the few Sea Harrier pilots to have served in every RN Sea Harrier Squadron.
He follows in a family tradition, for his father, Ivor, was also a Naval fighter pilot and flew Seafires in the Second World War, serving in the North Atlantic, Mediterranean and Far East. David has had his taste of combat, serving in the Falklands War as a Sea Harrier pilot on HMS Hermes, and being credited with the destruction of 4 enemy aircraft, including 2 A4 Skyhawk fighters that he found attacking landing craft in Choiseil Sound.
At the time he was serving in the RAF on loan to the RN.
On the first of his 50+ sorties over the Falklands, David was hit by Anti-Aircraft fire whilst attacking Stanley airfield, but was able to return to Hermes. A few weeks later he used the same aircraft to shoot down 2 Argentine helicopters! He was awarded the Distinguished Service Cross, only the 11th time that this award has been made to an RAF Officer since the RAF's foundation.

IT IS 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 0DE.

A WELCOME TO FRIENDS FROM OVERSEAS

Once again we are very happy to welcome the presence of our NATO Allies.
At the time of going to press we have participation from:

The Canadian Air Force.

The Royal Danish Air Force.

The Belgian Air Force, who will be flying an Alpha Jet and an F16 and will have on static display a Fouga Magister and an F35.

The United States Air Force.

All of which will contribute to the success of the show.

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

RAF AIRCRAFT APPEARING AT CHURCH FENTON

Amongst the RAF planes appearing at the Air Show this year are:

THE JET PROVOST, will be flown by Flying Officer Andy Offer, who is based at RAF Linton-on-Ouse.

THE HAWK will be flown by Flying Officer Tim Frost, Instructor for the Flying Training School RAF Valley.

THE JET PROVOST and THE HAWK will be doing an aerobatic sequence.

THE TORNADO is flown by Flight Lieutenant Paul Smith, with Flight Lieutenant Riley as navigator. Both are from RAF Honnington TWCU.

THE BUCANNEER from RAF Lossiemouth 208 Squadron is flown by Flight Lieutenant Ian Baston, with Flight Lieutenant D. Tate as navigator.

THE HARRIER operates from RAF Wittering and is flown by Flight Lieutenant Gwyn Richardson of 233OCU.

THE TORNADO, THE HARRIER and THE BUCANNEER, will be demonstrating their operational flying techniques.

SSAFA

'A FRIEND FOR LIFE'

The Soldiers', Sailors' and Airmen's Families Association 16-18 Old Queen Street, London SW1H 9HP.

TRY YOUR HAND AT BEING A SOLDIER

One of the major attractions at the side shows at Church Fenton, will be the displays put on by the Army, which should appeal to anyone under 17 years old, for there will be opportunities to try out both mini-motorbikes and an assault course!

THE ROYAL ARTILLERY will have a 20' trailer full of information about this Regiment and what it does, together with a static display of two guns and their vehicles. Additionally, there will be a mini-airgun range.

THE ROYAL SIGNALS REGIMENT will have a large tent, full of information about the Regiment, it will also contain computers, radios, TV's, etc., which should appeal to the technically minded. Additionally, there will be opportunities for the children to have supervised free rides on mini-motorbikes, which should provide many a thrill and spill.

A mini assault course will be laid out by the KING'S DIVISION. Again, fully supervised, it should delight anyone under 17. A small charge will be made.

TANKS, JEEPS, LANDROVERS

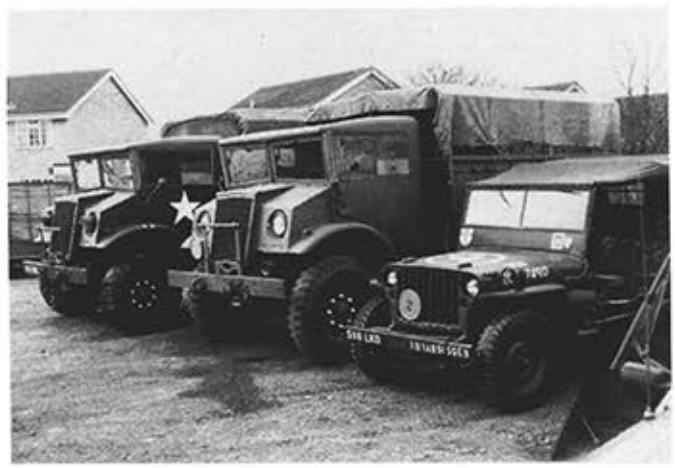
...all on Parade

A display of military vehicles, which range from pre-World War II to post-war, will be on view at the Church Fenton Air Show.

Three of the special military vehicles on display by the Military Trust Yorkshire Branch

Displayed by the Yorkshire Branch of the Military Vehicle Trust, which is the largest military vehicle Club in Europe.
A rapidly growing organisation, there are approximately 25 branches throughout the UK and Europe, attracting both men and women.
The Yorkshire Branch was founded by an enthusiast whose hobby was restoring vehicles of this type. The Branch, which originally met once a month, has grown quickly and now numbers fifty plus, drawing upon military vehicle buffs from Yorkshire and the North East.

Apart from a mutual love of old military vehicles, for which they care lovingly, the Club holds and attends many rallies in the summer months, helping to raise funds for charities and appearing at Air Displays, Agricultural shows, etc.
This display by the Yorkshire Branch should make an interesting and fascinating side show for young and old alike. Members of the Military Trust will be on hand to talk about the vehicles.



The Military Trust moving some of its vehicles to a show

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The Heliscott Jet Ranger Helicopter, one of a pair available for pleasure flights.

If you feel like a break during the show and want to take a few moments off from the experts and their spectacular air displays, why not do a spot of flying yourself?
This year Church Fenton offers an opportunity for visitors to gain an unusual flying experience - a flight in a helicopter.
Heliscott Ltd., are attending Church Fenton for the first time, bringing two jet helicopters which will be offering short pleasure trips.
The Heliscott 'copters are Jet Rangers whose engines have a total range of 350 miles, and because they are jets, are capable of doing 120 miles per hour. The helicopters take four passengers, plus pilot.
When not appearing at air shows, like Church Fenton, P.E. Scott, the Chief Pilot and his staff, work in films and carry out special charter work. The Heliscott Helicopters are also used by the police.
So, if you are looking for a different experience and like thrills, this is your chance.
Peter Scott, the Chief Pilot of Heliscott is looking forward to meeting you and hopes to have the opportunity of flying you, at Church Fenton.

ROYAL AIR FORCES ASSOCIATION

To all serving and ex-RAF members, join your local Branch and support, injured, disabled and other members less lucky than yourselves.
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FAMILY FLIGHTS IN HISTORIC CRAFTS

You and your family will have an opportunity to have a flip around Church Fenton in Air Atlantique's Douglas DC3/C47B.
This is probably the most famous transport ever built and was developed from the earlier DC-1 and DC-2 aircraft, which with the Boeing 247, were the first modern metal airliners. Designed as an all sleeper version of the C-2 the DC-3 DST made it's maiden flight on December 17th, 1935 and entered service in May 1936.
In the immediate pre-war years the DC-3 became the most widely used airliner in the USA, with many others being exported. A total of 803 civil CC-3s were built.
With the outbreak of the second world-war, the aircraft was developed as a military transport, entering service with the USAF as the C47 in 1941, modified with large cargo doors, along with a military version of the DC-3 known as the C53. In 1942 the first of the 1,895 C47s were delivered to the RAF and were known as the Dakota MK11.
The aircraft you can fly in today, was built in 1944 as a Dakota 111 and first flew to the UK on March 23rd of that year with 45 Group of the Royal Canadian Air Force. It went to RAF Kemble on April 13th, and later was taken on charge by the 194 Squadron of the Royal Air Force and departed for a tour of operations in the Far East. It later returned to the UK and in 1948 passed to 30 Squadron RAF, who took it to Germany. In Germany it was engaged in the famous Berlin Airlift, returning in February 1950 to No 22 Maintenance Unit to end its Military career.
After a short period of storage it acquired its present civilian registration C-AMSV and started to work with Airwork Services Training, later going onto full passenger operations with Transair, Morton Air Services, British United, British United (Channel Islands), Skyways and Bretagne Air Service.
Air Atlantique acquired it from the later company, in whose livery it continues to give excellent service and enjoyment, with a hint of nostalgia, to all those fortunate enough to re-live aviation history by flying in her.
We hope you will enjoy a flight in her. The old veteran is given as much care today by Air Atlantique as did Douglas Aircraft when it was built, so long ago. There is not much left of the original aircraft except the basic structure, but there is still a thrill to be had in flying around Church Fenton in this war veteran. So have a good flight.

Fly around Church Fenton in Air Atlantique's Historic Douglas DC3/C47B

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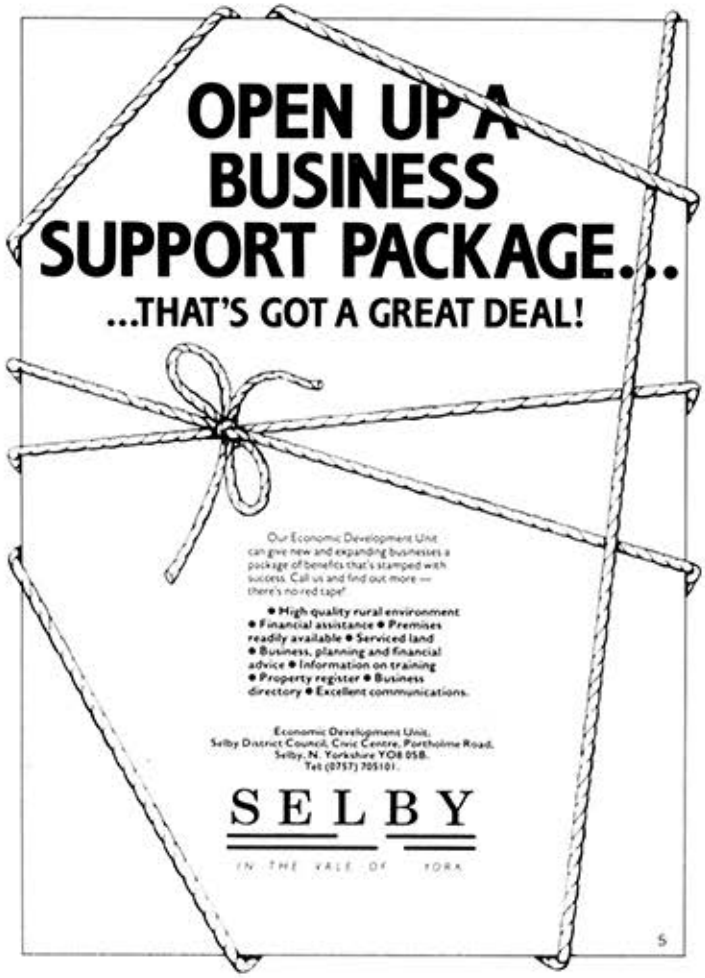

Saudi Arabia Support Department

OPPORTUNITIES IN SAUDI ARABIA

The recent signing of a new agreement between the Governments of Saudi Arabia and the UK opens a major new phase of our Saudi Arabia Support Contract. This involves a significant extension of British Aerospace responsibilities for training and other support services to the Royal Saudi Air Force. The agreement covers the supply to Saudi Arabia of a considerable number of additional Tornado and Hawk aircraft, associated systems and supporting equipment. There are many well-paid job opportunities for men with a wide variety of specialised skills and experience required to work on this project.

For further information of possible opportunities please write, quoting reference 031/SSA to: The Personnel Officer, Saudi Arabia Support Dept., FREEPOST, British Aerospace (Military Aircraft) Limited, Warton Aerodrome, Preston, Lancs PR4 1LA or telephone Preston 634317.

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Kushka A wide and unusual range of ethnic clothing, crafts and jewellery. Proprietor: M and A Lynch, 16 Lloyds Terrace, Dunscroft, Doncaster DN7 4EL (0302 - 843072)

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

Mini Motor Cycle We use real motor cycles which are suitable for children in the 7-15 age group. Our colourful inflatable barrier is used for safety reasons and we have public liability insurance. Enquiries to J.A. Bullock, 9 Brook Street, Tibshelf, Derbyshire DE5 5PW. Telephone 0773 872395

Lancaster Association Lincolnshire's Lancaster Association Ltd., supporting the Battle of Britain Flight. Memorabilia - Books, Models, Tea Towels, Mugs, Glassware, Coalport Plates, Cassettes, Colour Prints, Pens, Telephone Pads and many new items in addition to previous years.

Air Yorkshire Air Yorkshire is an Aviation Society catering for all ages and interests. It meets on the first Sunday of every month at 2.30pm at the Yorkshire Aero Club, L.B.A. meetings include guest speakers, films and videos on all aspects of aviation. New members are very welcome. For further details Leeds 843189.

Avalon Aviation Art Michael Hall's art is unique. Although he has never received formal art training, his distinctive work reflects a rare and unusual style. His pictures are composed entirely of minute dots, carefully arranged to present an overall image. Good quality reproductions of his work are available at reasonable prices.

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

Vulcan Association The Vulcan Association supports XH558, the world's last flying Vulcan of the Royal Air Force Display Flight, RAF Waddington, Lincs. With over 300 members worldwide, The VA welcomes anybody with an interest in the mighty delta - visit the VA display unit and support the Vulcan Team.

Originals in Stone R. G. Widdowson, Northern England's leading supplier of high quality fossils, mineral and rock samples, antiques etc. ''Originals in Stone by Nature''. Also gemstone jewellery and crystals. 32 Oak Road, Scarborough, North Yorkshire YO12 4AR Telephone (0723) 368990.

Babytowne Toy Babytowne Toy, 4 Corn Exchange, Market Place, Doncaster, S. Yorkshire. For:-Model plane kits, ESCI, Matchbox, Airfix, Italeri, etc. Die cast model, ERTL, Matchbox, Burago, etc. Also a good toy and soft toy range and many other aviation items.

Brigadoon Foundry Brigadoon Foundry welcomes you to visit our stand. See our wide variety and interesting stock of replica grenades and inert ammunition including that fired by the spitfire and other aircraft seen here today. No obligation to buy. Barclaycard, Access available - Mail order only. Telephone 093 04 432.

British Isles Aviation Society The British Isles Aviation Society is Yorkshire's premier aviation group, which issues a monthly magazine ''Rotate'', holds monthly meetings, organises excursions both home and abroad. Come and have a chat with us and find out more, or write to, The Secretary, B.I.A.S.(CF), 64 Hawthorn Avenue, Yeadon, Leeds LS19 7UH

Air Frames Products include: Lancaster Association Souvenirs, Matchbox Toys, Kits & Books, Dinky Toys, ERTL Aircraft Toys, Cliveden Aircraft Badges, Airframes Pictures and souvenirs.

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ACKNOWLEDGEMENTS

The Chairman and Council of the Association wish to thank all those who have so kindly given their services to assist in this SSAFA Air Display as under:

The Ministry of Defence
The Belgian Air Force
The Canadian Armed Forces
The Royal Danish Air Force
The United States Air Force
All participants in the flying programme and the ground displays and those who have helped them to mount them
The GOC, Headquarters North East District
The AOC-in-C, Headquarters Support Command, RAF
Group Captain D.A. Baron OBE, RAF, Officer Commanding
Royal Air Force Church Fenton and all Ranks
Airwork Ltd
4th Battalion The Parachute Regiment
RAF Newton for Provost and Security Services
RAF Henlow for PA System
The Yorkshire Evening Post
Allen Rowley Esq.
Yorkshire Water Authority
The Chief Constable and all members of the North Yorkshire Police
Superintendent K.Cullen, North Yorkshire Police in charge of traffic arrangements
Selby District Council
North Yorkshire Fire Brigade
The British Red Cross Society, North Yorkshire Branch
The St. John Ambulance Brigade, Ouse Area-County of North Yorkshire
The City of Leeds Sea Cadet Corps
Harrogate and Nidderdale District Scouts
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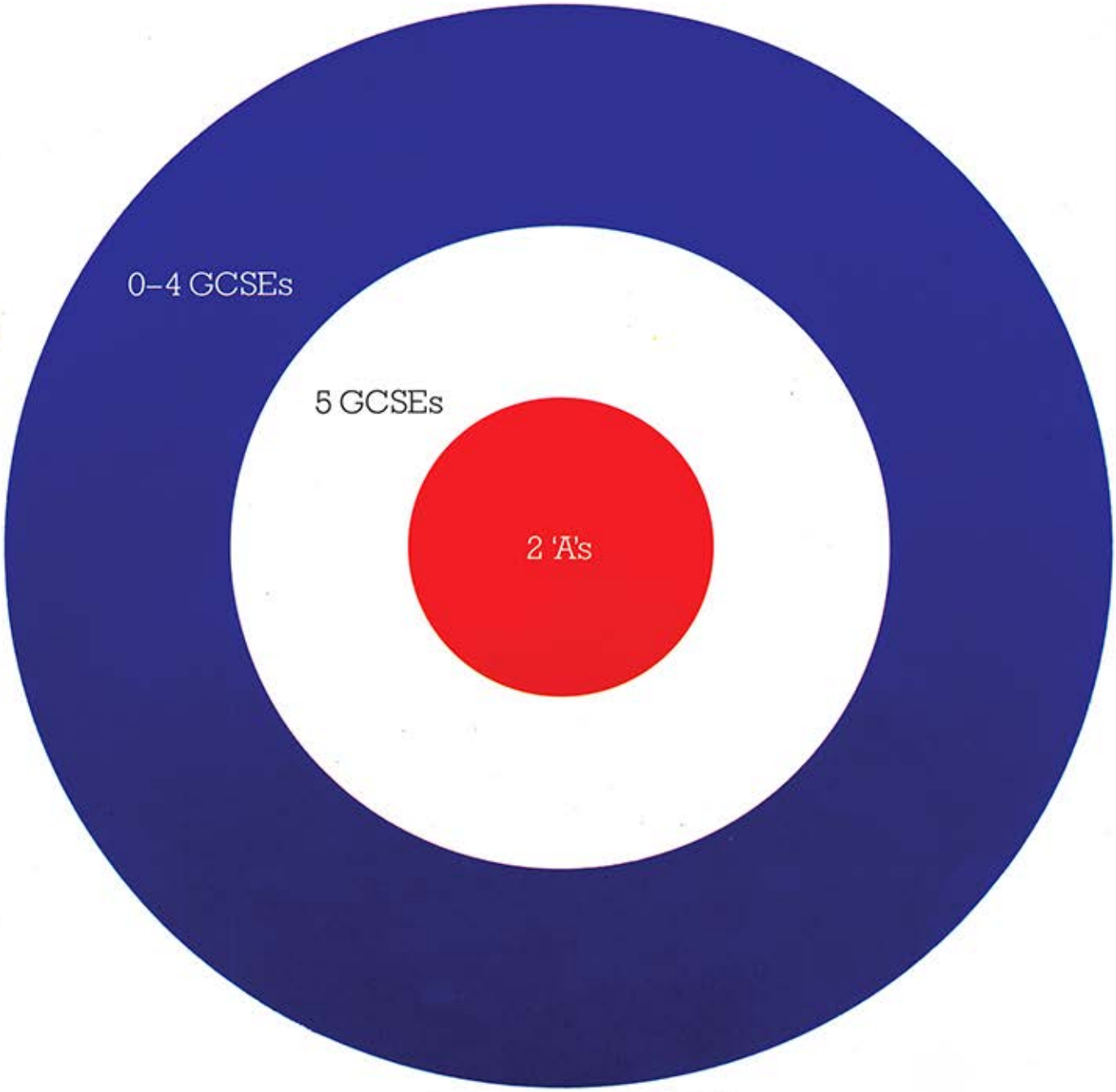
2434 Squadron Air Training Corps
The Automobile Association
The Royal Automobile Club
HM Youth Custody Centres, Hatfield and Wetherby
HM Prison Rudgate

All advertisers, donors and those who have supported the Display in so many ways
Finally, the spectators themselves for attending the SSAFA Air Display.
It is hoped that everyone will have a most enjoyable day.

Flying Programme Officials

Air Display Project Officer
Squadron Leader A.R. Hinchcliffe, RAF
Air Traffic Controller
Squadron Leader K.P. Sherdley, WRAF, Senior Air Traffic Control Officer, RAF Church Fenton, assisted by her control staff
General Commentator
Allen Rowley, Promotions and Publicity Manager, Yorkshire Post Newspapers Ltd.



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