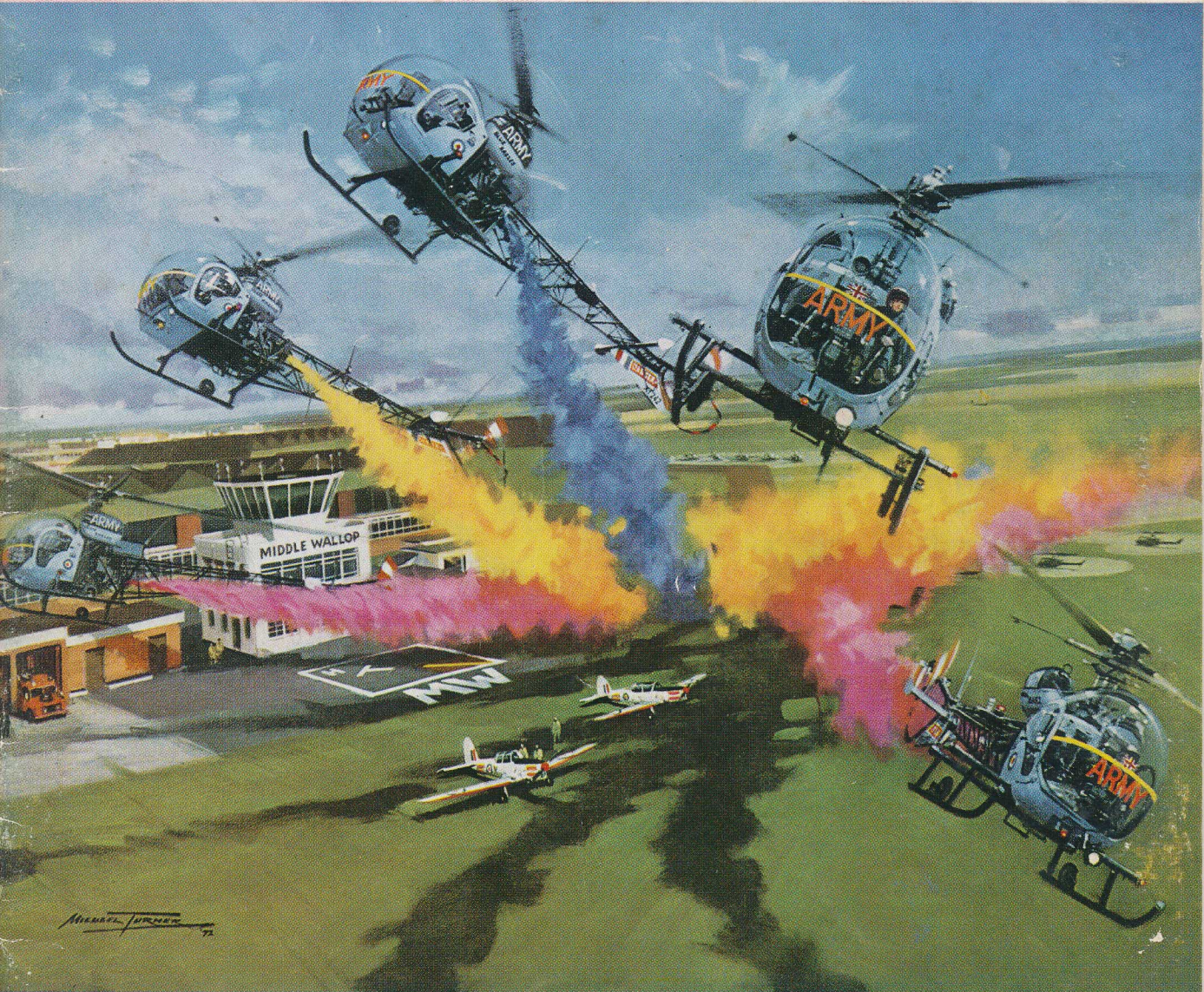


# ARMY AIR DAY

AND THE

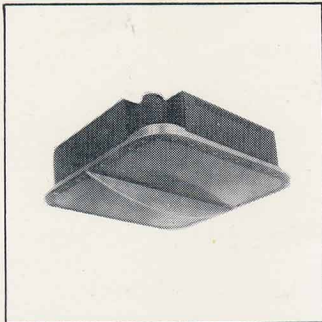
## SECOND HELICOPTER WORLD CHAMPIONSHIPS



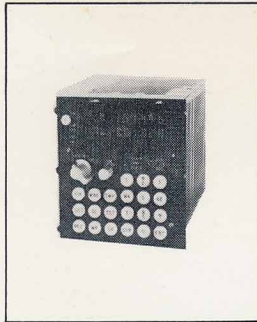
Army Air Corps Centre, Middle Wallop

Friday & Saturday, 27th, 28th July, 1973

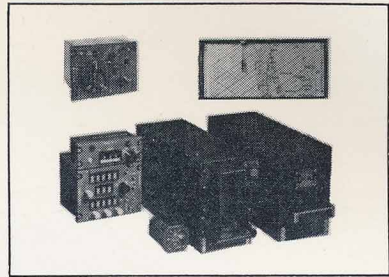
Programme 15p



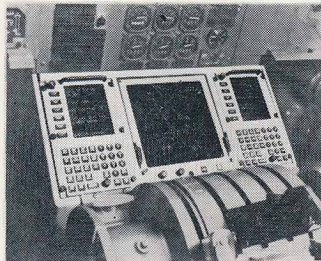
Doppler 70 Series



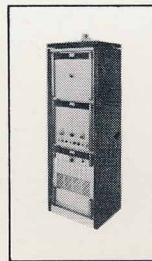
TANS computer/display



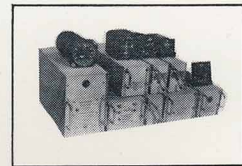
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### Friday, 27 July—Services Day

Flying Display	2.30 pm
Static Display	10 am
Pleasure Flights	10 am-1.30 pm
Refreshments by NAAFI	12 am-5.30 pm
Licensed bar by NAAFI	12 am-5.30 pm

### Saturday, 28 July—Public Day

Flying Display	2 pm
Static Display	10.30 am
Pleasure Flights	10.30 am-1 pm
Side Shows	10.30 am-1 pm
Refreshments by ACC and NAAFI	10.30 am-6 pm
Licensed bar by NAAFI	10.30 am-6 pm

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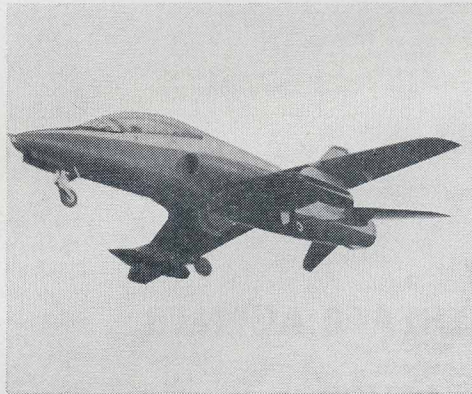
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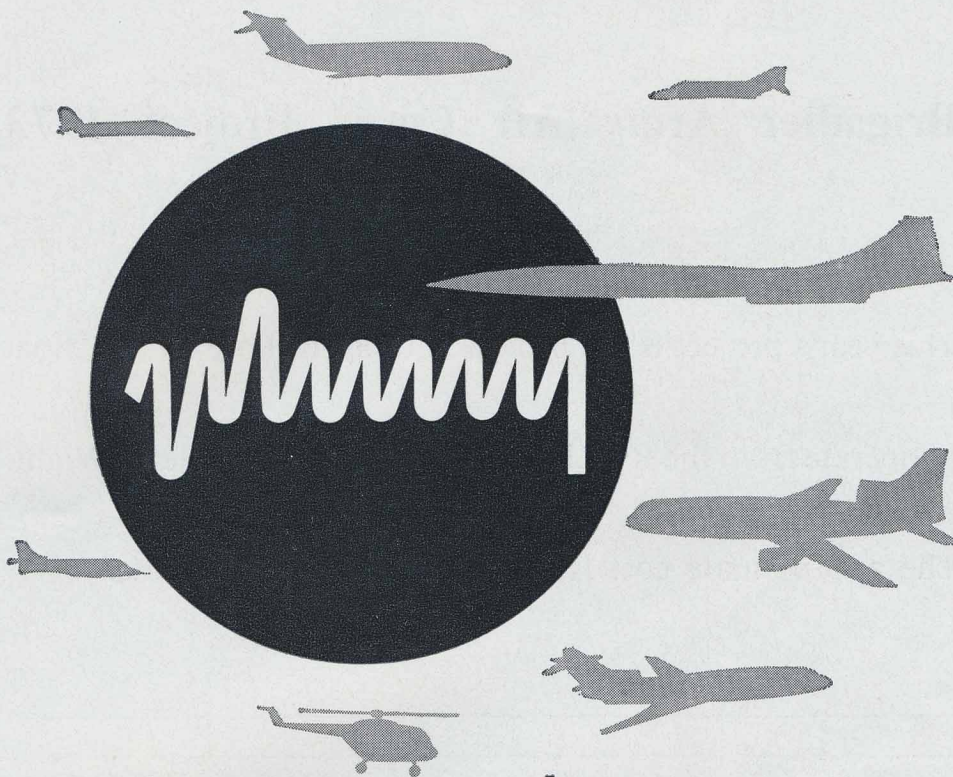
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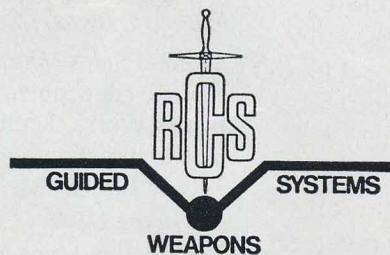
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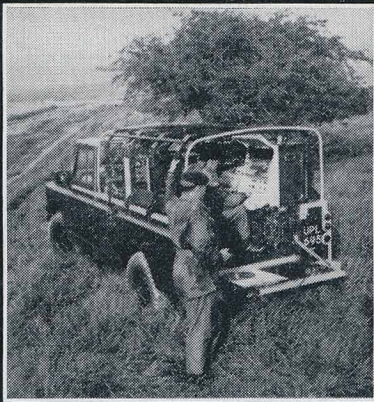
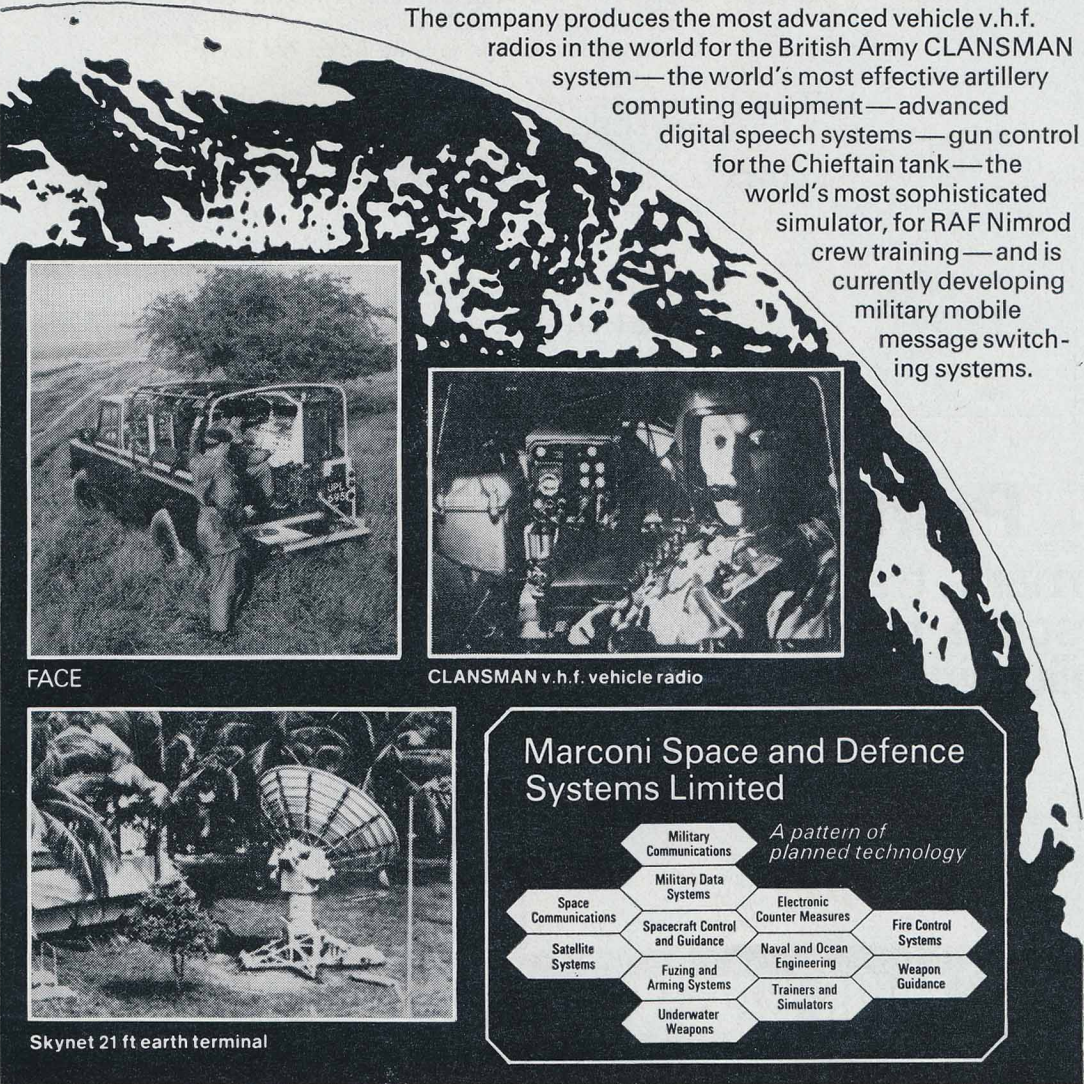
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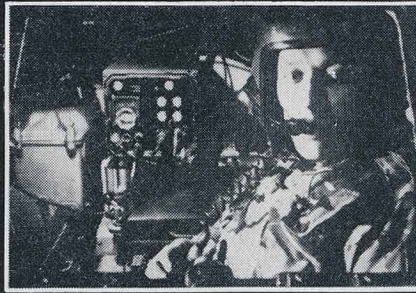
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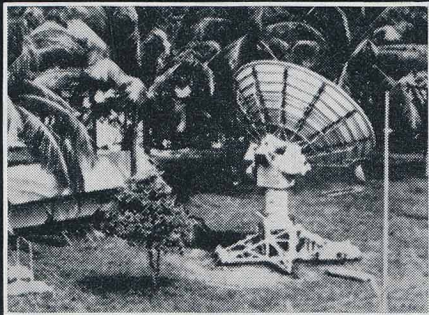
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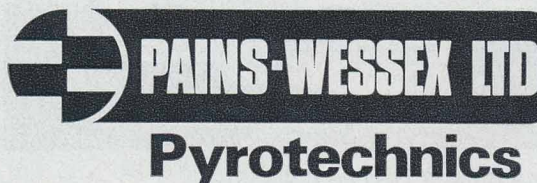
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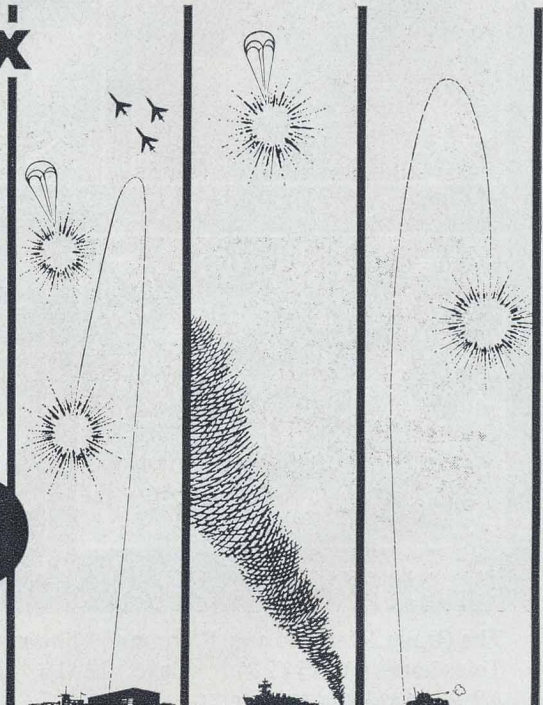
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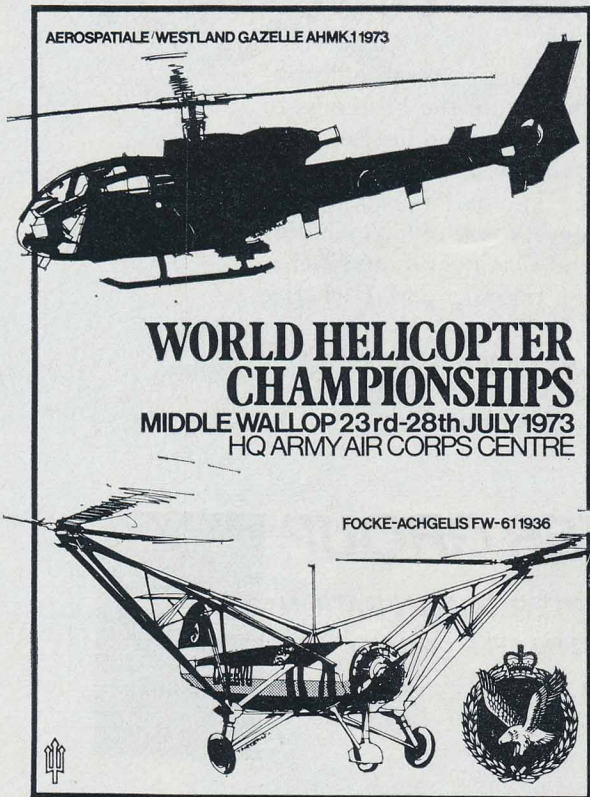


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**FOREWORD BY GENERAL SIR JOHN MOGG, GCB, CBE, DSO, ADC (GEN)  
COLONEL COMMANDANT OF THE ARMY AIR CORPS**

Once again I would like to take this opportunity of wishing all our visitors a very warm welcome to Middle Wallop, the home of the Army Air Corps. I expect that you will all know that the Army has been flying light aircraft and helicopters for many years and have played a vital part in the many operations around the world where British and United Nations Forces have been engaged. This work is often carried out in difficult conditions and includes such tasks as observation, so vital for ground forces ; controlling gunfire ; the quick movement of small parties of men and spares ; aerial photography and a host of other tasks. To this list we now also operate in the anti tank role, by firing missiles from our helicopters.

Beginning this year we have become a corps in our own right in the Army, and just as other major armies of the world have got their own organic army aviation we too in the Army Air Corps control and man our own Army helicopters and light aircraft. This means that we can now recruit officers and soldiers direct into the Army Air Corps for tasks ranging from pilot to airgunner, driver, signaller and clerk. If you want to know more about this, ask at any Recruiting Centre or write directly to the Adjutant at Middle Wallop.

I hope that you will have an enjoyable afternoon here with us, and we thank you for the interest you are showing in your Army and the great encouragement you give us by coming to this Air Day.

COLONEL COMMANDANT,  
ARMY AIR CORPS.

## THE ARMY AIR CORPS

Until this year non-technical ground crew, Drivers, Signallers and Clerks came to the Army Air Corps as volunteers usually from the Royal Armoured Corps or the Royal Artillery. The work of these soldiers is essential to the smooth running of Army Air Corps regiments and squadrons but their relatively short tours in aviation prevented continuity. It was therefore decided that the Army Air Corps should have its own structure of ground crew soldiers.

From 1 October, 1973, a young man will be able to enlist in the Army Air Corps in one of three employment skills, driver/signaller, driver or clerk. Basic military training for all skills will be carried out at Catterick, and depending on their skills, the soldiers will receive further training at Aldershot or Blackdown. Junior Leaders will train at Bovington. All soldiers will then be trained as ground crewmen at Middle Wallop where they will be instructed in such subjects as marshalling and refuelling of aircraft, flight safety, air traffic control and other aviation matters.

Drivers/signallers will be responsible for the driving and minor maintenance of command post vehicles, and for operating the radio sets in the vehicles in ground to air and ground to ground communication. Drivers will be trained to drive and operate the heavier specialist vehicles such as aircraft refuelling bowsers. Clerks will be employed in the squadron headquarters and will assist in the running of the command post and the passage of information. All soldiers will also have to be expert in their groundcrewman skills to assist in the efficient and safe operation of aircraft. The airtroopers of the Army Air Corps will have a very interesting and demanding life—with the chance to become observers, airgunners or pilots in the helicopters and fixed wing aircraft.

### THE ARMY AIR CORPS CENTRE—MIDDLE WALLOP

This the first true home of British Army Aviation, is appropriately placed on Salisbury Plain, where so much of the pioneering of British Army flying was done. Middle Wallop even as a RAF Station was long associated with Army Flying, being the home of the Light Aircraft School for nearly ten years, and before that in 1942 being used by the 67 Tactical Reconnaissance Group of the 9th Air Force USAAF.

The Centre includes Headquarters Army Air Corps, the Flying Wing and 70 Field Workshop (Aircraft) REME. Headquarters Army Air Corps commanded by Brigadier M. W. Sutcliffe, OBE, is the focal point for the Army Air Corps worldwide and is responsible for the maintenance of flying standards and for the technical supervision and direction of aircraft servicing wherever there are Army Air Corps units. Flying Wing is responsible for the training of all Army pilots. The Aircraft Engineering Training Wing is responsible for the training of REME servicing personnel. 70 Field Workshop (Aircraft) provide second line and third line servicing facilities for the Centre and UK.

Under Headquarters Army Air Corps there is the Demonstration and Trials Squadron which carries out evaluation trials of new aircraft and ancillary equipment. The Army's new helicopter, the Gazelle, is now undergoing Intensive Flying Trials in this squadron before entering squadron service with the Army Air Corps.

Early in 1970 the Directorate of Army Aviation moved to Middle Wallop from the Ministry of Defence. The present Director is Major General T. A. Richardson, MBE, and his headquarters is sited in the old Officers' Mess northwest of the A343.

Aircraft to be found at the Centre are Chipmunks, Auster Mk IX and Beavers on the fixed wing side. The helicopter types include the Bell 47G4, Sioux, Scouts and the Gazelle—the Army's new helicopter.



## THE BLUE EAGLES

### THE ARMY HELICOPTER DISPLAY TEAM

With five highly successful seasons behind them the Army Helicopter Display Team, or "The Blue Eagles" as they are known to the public, are embarking on their sixth year of operation. The team, since its introduction in 1968 has grown in size, public appeal and reputation. The roar of five Lycoming engines has become a familiar sound in the skies all over the United Kingdom and it was conservatively estimated that over three million spectators watched the whirling rotorbatics during the 100 displays in 1972. The team will demonstrate the versatility of the helicopter by displaying a succession of synchronised high and low speed manoeuvres and the extremely high level of skills and team work which are attained by the Army Pilot.

Captain John Grandy is the team leader this season and although he flew as a fledgling Blue Eagle in the latter half of the 1972 season this is really his first full tour with the Eagles. S. Sgt. Pallett is the team's artificer, and it is his responsibility to supervise the preparation and servicing of the six aircraft. The 1973 team adjutant is a newcomer and filling this decidedly non glamorous slot is Captain Tug Wilson. The Adjutant's task is to book, recce and plan all participation at the various shows.

Continuing the tradition of the past seasons the five display pilots are all Non Commissioned Officers drawn from operational Army Air Corps Squadrons on a volunteer basis. They arrive at Middle Wallop in the early spring and spend four to six weeks learning the art of helicopter formation flying as this is not included in the Army's flying training syllabus. The balance of the team comprises the aircraft technicians and drivers. With the display pilots so much in the public eye the technicians and ground crew often go unnoticed but they are always there, and only after the show does their work really begin. During the busiest periods in the season the technicians often work late into the night, servicing, checking, repairing and replacing. The drivers spend 70% of their summer season loading and unloading stores and driving the length and breadth of the country to make sure that spares, tools and personal luggage keep up with the fast moving show scene.

Finally, the aircraft itself, the team flies Sioux light observation helicopters which, with the exception of electrically operated smoke attachments, are standard in every respect and the same as those flown by the Army Air Corps Squadrons throughout the world. The Sioux is a smooth, relatively unsophisticated helicopter by modern standards but this fact, although easing the problems of helicopter formation flying, does not avoid any of them. These problems are legion but the main ones are the lack of station keeping references and the extreme turbulence created when helicopters are operating close to each other in confined areas. It is the overcoming of these difficulties at which the pre-season training is aimed, and the ultimate success of this practice can be gauged by the immaculate station keeping and smooth split second timing of the display.



## THE RED DEVILS

The Parachute Regiment's crack freefall team, the Red Devils, is now presenting its ninth season of death-defying displays to the public.

Members of the team—all regular soldiers—have thrilled crowds since 1964 not only in Great Britain but as far away as Hong Kong, Monte Carlo and Las Vegas. Each member of the team has made at least 400 parachute descents.

Weather permitting—both wind and cloud can put paid to the Red Devil's breathtaking display—the team will leap from Middle Wallop based Army Air Corps Beavers at 10,000 feet and plunge earthwards reaching speeds of 120 mph and more. At 2,000 feet they deploy their parachutes and drift to earth.

However still the breeze, it takes years of experience to land in the confined space of a display arena, although the Red Devils make it look so easy. They literally take their lives in their hands each time they perform for the public's entertainment.

## WORLD HELICOPTER CHAMPIONSHIPS

The First Helicopter World Championships were held at Buckeburg Army Aviation Centre in the Federal Republic of Germany on 16th—19th September, 1971. There were 36 entries from seven countries. The pilots included seven ladies and indeed there were four all-lady crews.

The first three places on this occasion were taken by German crews, and the highest British placing was fourth.

The Championships are being organised by the Helicopter Club of Great Britain, which is comprised of helicopter pilots, owners and enthusiasts. Its first President was H.R.H. The Prince Philip, Duke of Edinburgh, who is himself an avid helicopter pilot and will be honouring the Championships with a visit to cast an expert eye on some of the events.

The events are designed to test the skill of the crews in flight planning, navigation, precision manoeuvres and exercises to demonstrate their expertise in handling their helicopter in all phases of its flight capabilities. However, it should be stressed that emphasis is always put on flight safety and no event is designed to encourage dangerous flying. Skill means flying to the limits, but not beyond them.

We have been fortunate in having competitors from as far afield as Russia and representing ten countries in all. Once again there are all-lady crews competing.

## THE BARNSTORMERS

The Barnstormers Flying Circus was founded in the early 1960's by the late Charles Boddington. Charles was tragically killed in 1970 while flying for the "von Richtofen versus Brown" film in Ireland. He was one of the most experienced pilots of the Group, both in aerobatic and display flying, and had won most of the British National Trophies as well as representing Great Britain at the First World Aerobatic Championships in Czechoslovakia in 1960.

The "Barnstormers" aims are to present aviation to the general public in an entertaining manner, the whole emphasis being on family entertainment with both displays of superb airmanship together with knock-about comedy acts and a mixture of light and heavy aircraft.

The acts are all taking place relatively close to the ground and positioned so that the crowd can maintain maximum enjoyment at all times. This requires a high standard of proficiency. Each pilot must be a little bit of an extrovert in that he must take a pride in displaying his aircraft and his standard of flying to the public. Many people get a big kick out of showing people what light aviation and light aircraft can mean, not just the type of acts one sees in an air show, but the sheer joy of flying light aircraft.

The common bond connecting all the pilots is obviously a great love for flying and aviation in general; their individual professions and occupations are extremely varied. Among the "Barnstormers" we have architects, solicitors, together with teachers, professional flying instructors, and airline pilots (who do this sort of thing as a break from their more mundane transport activities) garage mechanics and garage proprietors, radio and television dealers—in fact, pretty well a cross section of the community.

# DISPLAY PROGRAM

The following items are scheduled

## FRIDAY, 27th JULY

- 1400—THE WHITE HELMETS  
The Royal Corps of Signals motor cycle display team.
- 1430—THE RED PELICANS  
The Royal Air Force Central Flying School aerobatic team in Jet Provost Mark V aircraft.
- 1443—THE BLUE BEES  
The Belgian Army's helicopter formation team.
- 1459—ROTHMAN AEROBATIC TEAM  
The only full time civilian aerobatic team in the world with their new Pitts Special biplanes.
- 1516—WALLIS AUTOGYRO  
As flown by "007 James Bond" in the film "You only Live Twice."
- 1525—OLYMPIA GLIDER HANDLING DISPLAY  
Lt. Col. Ted Shepherd, RAOC.
- 1532—THE BLUE EAGLES  
The Army Air Corps Helicopter Display Team.
- 1548—SWORDFISH  
Display by the famous World War II Fleet Air Arm torpedo bomber.
- 1554—GEMINI  
Formation aerobatics and mirror image flying by two Jet Provosts.
- 1605—LYNX  
A new Anglo-French helicopter shortly to be in service with Army Aviation.
- GAZELLE  
A new Anglo-French helicopter at present undergoing intensive flight trials at Middle Wallop.
- 1614—SPITFIRE  
Two seater Mark VIII—Flown by John Fairey.
- 1620—RED DEVILS  
The Parachute Regiment's free fall team.
- 1631—A and S GYRIPLANE  
The jump take-off autogyro.
- 1638—SKEETER MK 12  
Major Mike Summerton-Rayner demonstrates famous Army Helicopter.
- 1644—RED ARROWS  
Aerobatic Team of The Royal Air Force flying the Gnat MK 1.
- 1702—HELICOPTER MODELS  
Also model aircraft for teaching Air Gunners to control their missiles.
- 1708—HOT AIR BALLOON  
56,000 cu. ft. hot air balloon—flown by David Liddiard.
- Pleasure flying in Cessnas, and Bristow helicopters 1000 to 1330. Bookings can be made at the Eastern end of the Spectators Enclosure.



# PROGRAMME

ed—timings are approximate only

## SATURDAY, 28th JULY

- 1030 to 1130 and 1300 to 1330—CHIPMUNK  
Request Aerobatics.
- 1330—THE WHITE HELMETS  
The Royal Corps of Signals motor cycle display team.
- 1400—WORLD HELICOPTER CHAMPIONSHIP COMPETITORS  
Fly past, presentation of prizes, handling display.
- 1430—VULCAN  
Exciting handling display by Royal Air Force V. Bomber.
- 1437—ROTHMANS AEROBATIC TEAM  
The only full time civilian aerobatic team in the world with their new Pitts Special biplanes.
- 1453—BLUE BEES  
The Belgian Army's helicopter formation team.
- 1510—GEMINI  
Formation aerobatics and mirror image flying by two Jet Provosts.
- 1520—HUNTER  
High Speed solo aerobatics.
- 1529—WALLIS AUTOGYRO  
As flown by "007 James Bond" in the film "You only Live Twice." Sponsored today by John Player.
- 1539—BLUE EAGLES  
The Army Air Corps Helicopter Display Team.
- 1554—OLYMPIA GLIDER HANDLING DISPLAY  
Lt. Col. Ted Shepherd, RAOC.
- 1601—BARNSTORMERS  
Aerobatic display including girl on a wing.
- 1618—LYNX; GAZELLE; PUMA  
The new Anglo-French helicopter trio.
- 1632—RED PELICANS  
The Royal Air Force Central Flying School aerobatic team in Jet Provost Mark V aircraft.
- 1646—SWORDFISH  
Display by the famous World War II Fleet Air Arm torpedo bomber.
- 1636—RED DEVILS  
The Parachute Regiment's free fall team.
- 1707—SPITFIRE  
Two seater Mark VIII—flown by John Fairey.
- 1715—SKEETER  
Major Mike Summerton-Rayner demonstrates famous Army Helicopter.
- 1721—RED ARROWS  
Aerobatic Team of The Royal Air Force flying the Gnat MK 1.
- 1739—HELICOPTER MODELS  
Also model aircraft for teaching Air Gunners to control their missiles.
- 1745—HOT AIR BALLOON  
56,000 cu. ft. hot air balloon—flown by David Liddiard.

Pleasure flying in Cessnas, and Bristows helicopters 1000 to 1330. Bookings can be made at the Eastern end of the Spectators Enclosure.



## THE RED ARROWS

This year marks the ninth season for the Red Arrows and, once again, it involves visits to foreign countries as aerobatic ambassadors, flying British aircraft with British pilots and groundcrew.

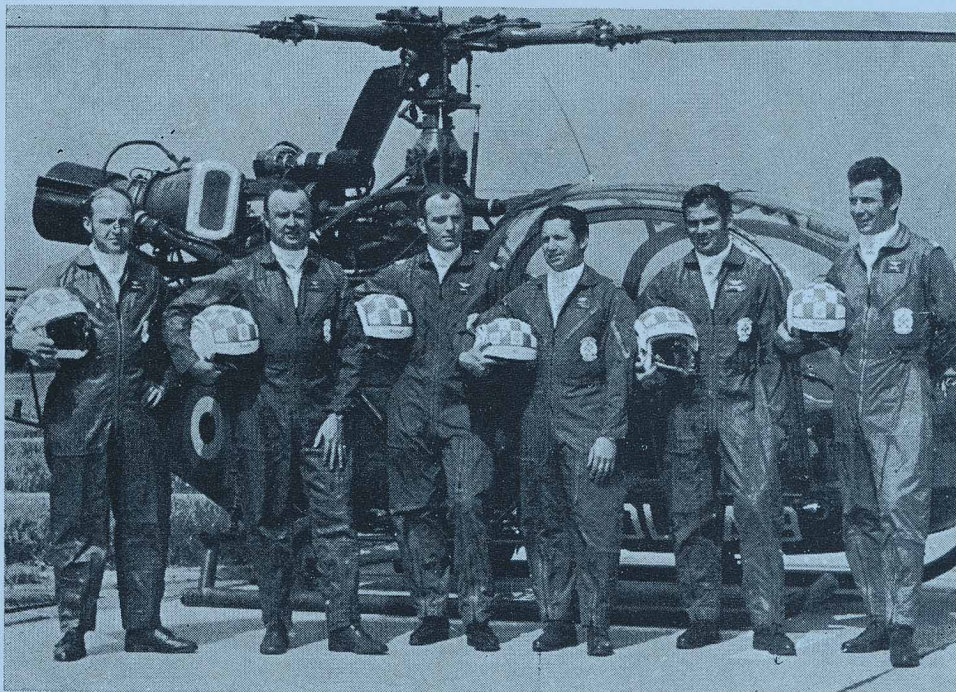
The Team has been seen in the air over most western European countries and last year toured Canada, the United States of America and Austria for the first time. Its flying ambassadorial role has become increasingly popular and the Team receives many requests from overseas for return visits.

The Red Arrows are equivalent to a standard RAF squadron and they form part of the Central Flying School situated at RAF Little Rissington in Gloucestershire, which is the centre of pure flying within the RAF, responsible for the training of all fixed wing and helicopter flying instructors and also evaluating piloting standards throughout the various Air Force commands. The Red Arrows are a detached squadron of CFS, operating from RAF Kemble, near Cirencester, under the command of their team leader, Squadron Leader Ian Dick.

The new team pilots arrive at RAF Kemble during late summer, just as the display season is coming to an end. They are then re-familiarized with the Gnat aircraft, and also carry out some initial formation flying practice. During the winter each Gnat is given a complete overhaul and any modifications necessary are carried out and it is in December that training for the new display season really gets into gear. Most training is carried out at RAF Kemble, although sometimes advantage is taken of good weather at other suitable airfields.

When the Red Arrows travel away from base the aircraft are serviced by a team of 26 men and a flight sergeant commanded by the Team Engineer Officer. Nine men and the Team Engineer Officer fly in the rear seats of the Gnats to carry out servicing and diagnosis between flights of any minor technical faults arising from the previous sortie. The remainder fly in the Hercules support aircraft and are responsible for carrying out the rectification of these faults. They are also responsible for the loading and unloading of the servicing equipment carried on the Hercules.

On average, the team will fly four displays each week, departing from base on Thursday, returning Monday morning. This hectic pace continues throughout the season, starting in April and ending in mid-October.



## THE BLUE BEES

Light Aviation of the Belgian Army has participated in Aviation meetings since 1960. For a number of years the team was equipped with Piper Super Cubs, but in 1968 a new machine was adopted and at the same time the title "Blue Bees" was assumed. Under this name they have successfully appeared in shows all over West Germany and Belgium. They are equipped with Alouette II helicopters. This is a five-seater machine of French manufacture which has been in service all over the world for many years with the Armed Forces of many countries. It has a cruising speed of about 90 kts., is very versatile, and can be equipped to carry out an impressive number of different roles. It is an outstandingly agile machine and the "Blue Bees" use it to present an attractive show of great precision.

The six helicopters you are to see this afternoon are all from the 17th Light Aviation Squadron, stationed in Werl in West Germany. The shows they present are in addition to their normal military duties, and the apparent ease and almost ballet-like grace of many of the manoeuvres are the result of extremely hard work coupled with a great deal of skill. The team is led by Adjutant Covyn, whilst the trainer/coach is 2nd Lt. Vandormel.

No team is complete without its servicing personnel. All of the servicing team, led by Captain Van Huinbeeck, are volunteers and carry out the servicing of the team aircraft in addition to their normal military duties. Helicopters require a great deal of complicated and time-consuming maintenance and the success of the display team inevitably rests upon the selfless hard work carried out by the technicians, who are so often unnoticed and whose work only really begins when the show is over.

## THE RED PELICANS

The Red Pelicans—the Central Flying School's aerobatic team for the past 13 years—have an international and joint Service image for the 1973 season. The Royal Air Force, Royal Navy, Royal Australian Air Force and the United States Air Force are all represented by the four-strong flying team.

The pilots are all qualified flying instructors on the staff of CFS, which is situated at RAF Little Rissington, Gloucestershire, and their normal task is teaching other pilots to become flying instructors.

Aerobatic team flying in their Jet Provost Mk 5s is performed in members' spare time, and the Red Pelicans usually practice in the mornings before starting the normal day's work. During the display season the team members spend most of their weekends entertaining the public at shows at home and in Europe.



The Famous Gemini synchronised aerobatic team from RAF Leeming, Yorkshire, home of No. 3 Flying Training School, is thrilling the crowds again this year at air displays throughout the United Kingdom and Europe.

The team uses the Jet Provost T Mk 5 aircraft, the latest jet aircraft to enter RAF service in the basic training role. It has a top speed of 450 mph.

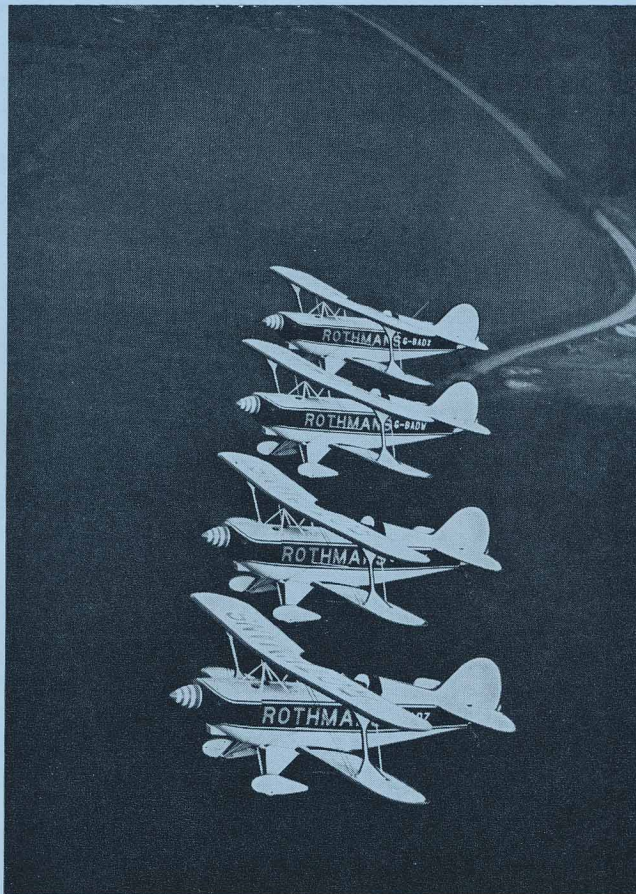
The Gemini pair are best known for the spectacular "mirror" formation, in which one of the aircraft flies inverted almost directly above the other with only a few feet separating them.

The team pilots are both qualified instructors at No. 3 FTS. They undertake the aerobatic display task in addition to their normal instructional and station duties, practising in the evening after a normal working day, and spending their summer weekends at flying displays.

The pilots this season are Flight Lieutenant Clive Thompson and Flying Officer Graham Miller.

Flight Lieutenant Clive ("Bob") Thompson (28), the team leader, was born in Hammsmith and educated at Hurst Secondary School, Baughurst, Hampshire. He was a member of No. 443 (Basingstoke) Squadron of the ATC before he joined the RAF as an apprentice at Halton in September 1961. He was commissioned in 1965.

No. 2 is Flying Officer Graham Miller (21) who is from Winchester. He was educated at the Thomas Bennett Comprehensive School, Crawley, Sussex. He joined the RAF in September 1967 as a Halton apprentice, subsequently being commissioned in January 1970.



## ROTHMANS AEROBATIC TEAM

Five brand new aerobatic biplanes—the Pitts Special S2A—have replaced the Belgian Stampses of the Rothmans Aerobatic Team. The team, which was formed in 1970, is now equipped with what has been described as “ the finest aerobatic aeroplane in the world.”

The Pitts has a 200 h.p. Lycoming engine, a maximum speed of 156 m.p.h. and can be dived to 203 m.p.h. Other features include a constant speed propeller, a rate of climb of 2000 feet per minute and symmetrical wing sections which enables it to fly as well upside down as the right way up. This now gives the team even greater flexibility for formation aerobatics.

Rothmans will be the first aerobatic team outside the United States to be equipped with the new S2A version.

“ Manx ” Kelly the leader of the Rothmans team since its formation, was the British Aerobatic Champion in 1971, and considers that the Pitts is the best aeroplane for formation aerobatics he has flown—and that includes Jet aircraft.

The Rothmans Team is the only full time civilian aerobatic team in the world, and in its three years of existence, has performed at over 200 air shows. The Team's display includes outside loops in diamond and vic formation, a Prince of Wales' Feathers burst, a tailchase, the “ fountain break ” where two of the aircraft do stall turns in formation, and the rarely seen double mirror where two of the team fly inverted formation as mirror images of the other two aircraft below them.

The Rothmans Aerobatic Team is based at Wycombe Air Park, near High Wycombe, in Buckinghamshire.

# STATIC DISPLAY

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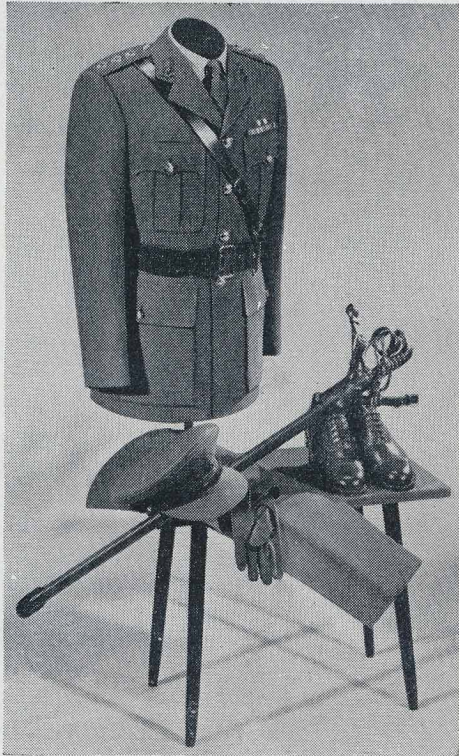
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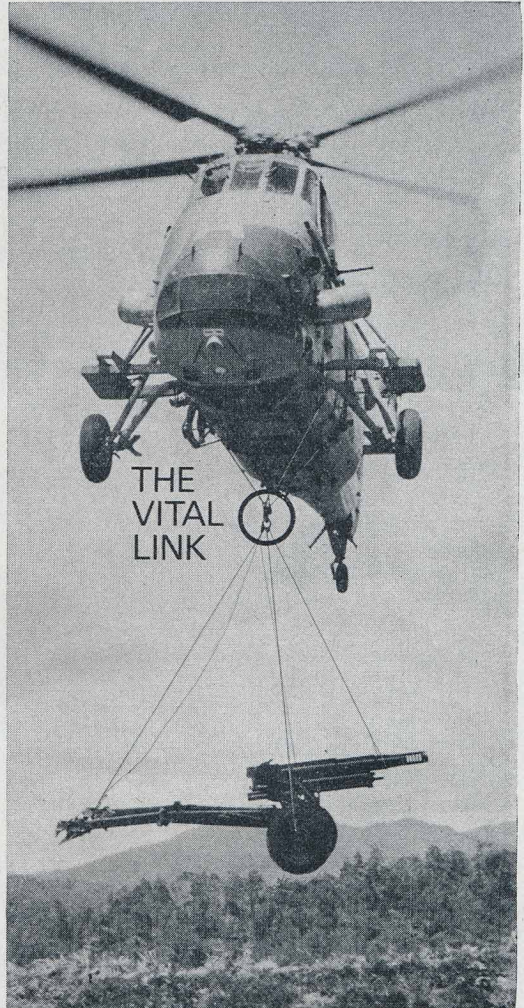
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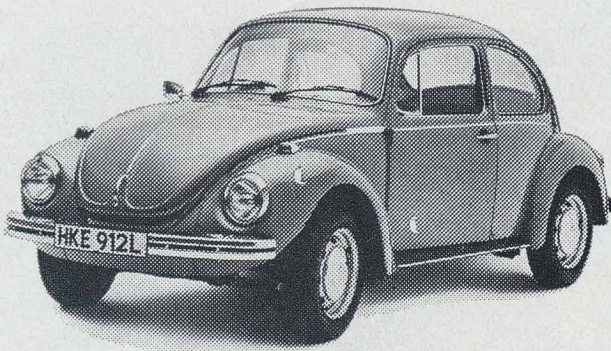
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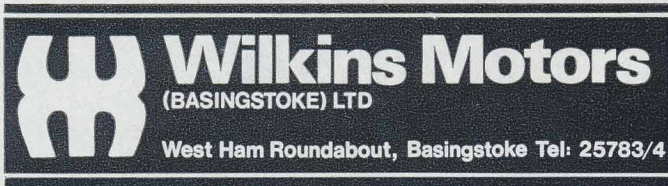
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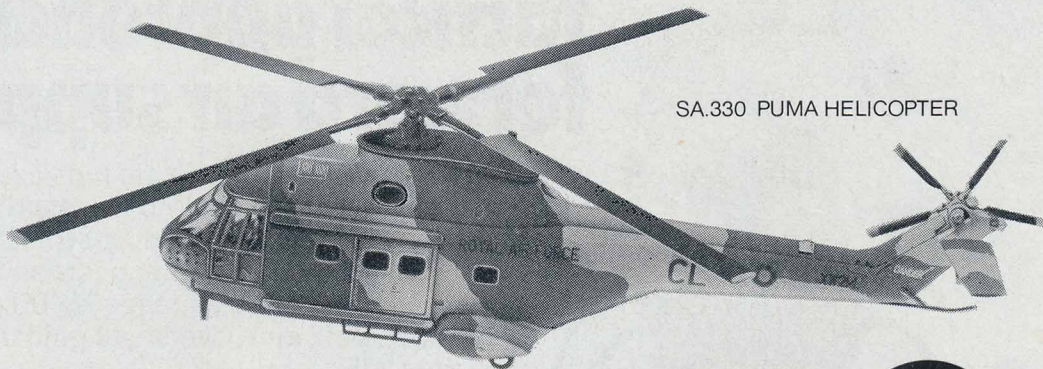
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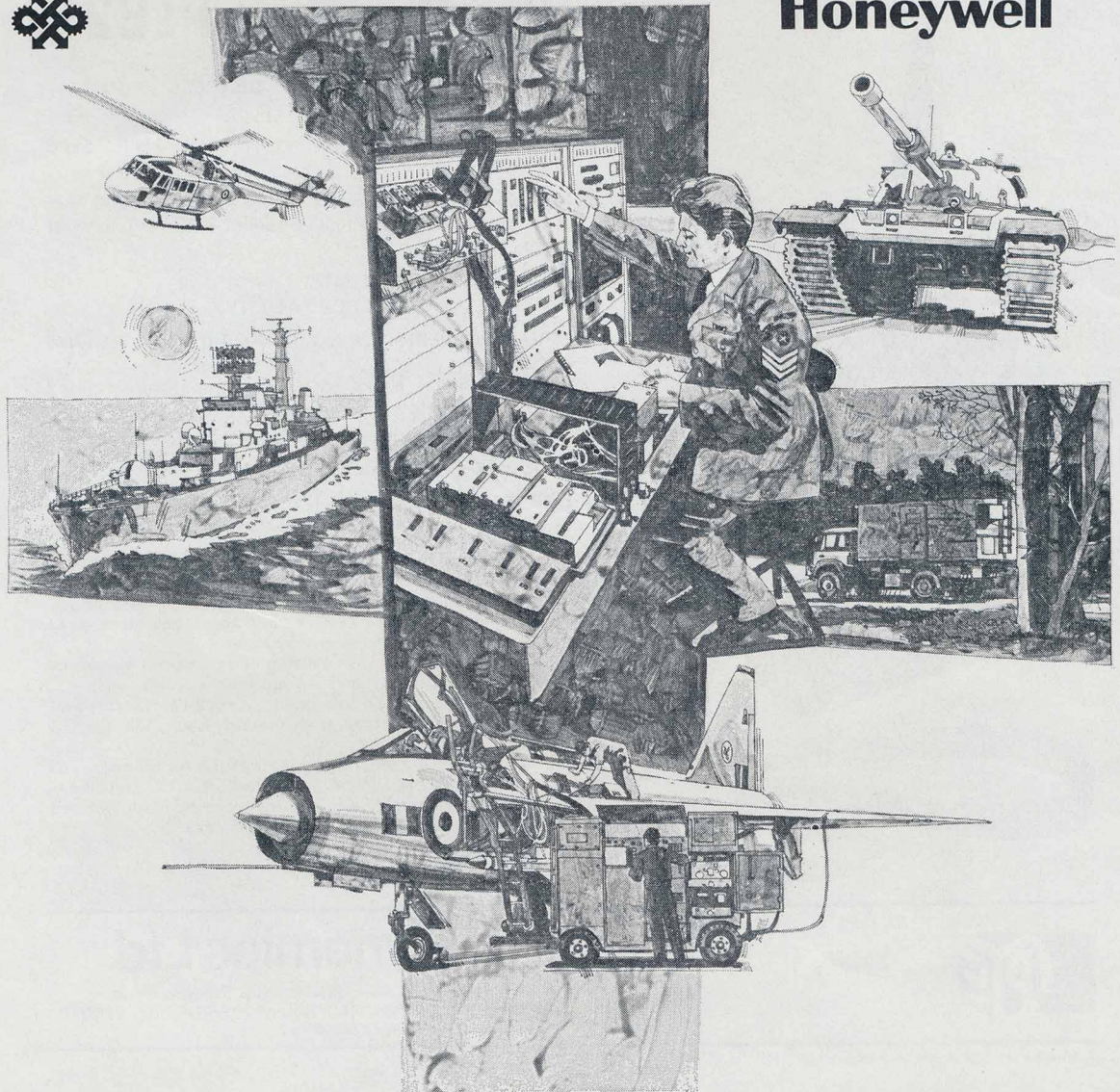
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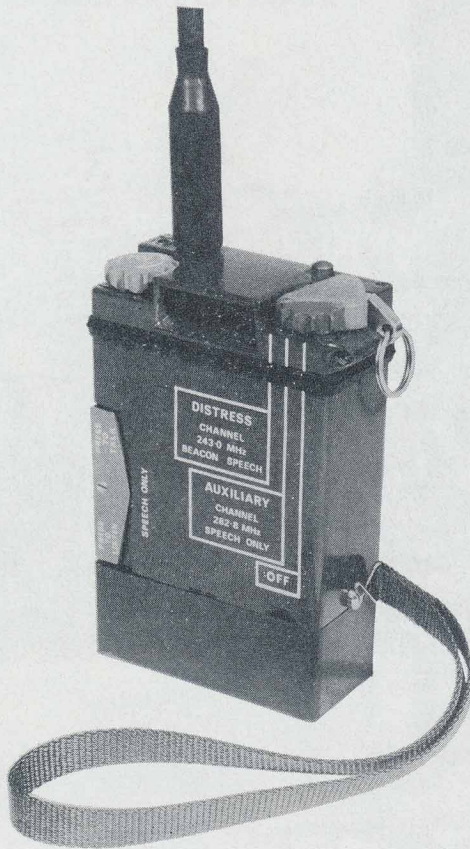
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- MINIMUM RANGE – Beacon – 60 NM at 10,000 feet (111 km at 3048 metres). Speech – 10 NM Line of Sight (18.6 km)
- TWO WAY SPEECH FACILITY
- INTEGRAL GO/NO-GO TEST FACILITY
- OPERATING PERIOD 24 HOURS AT 0°C – with standard battery pack (Special battery packs for low temperature/extended operating periods can be provided)
- RUGGEDISED MINIATURE LIGHTWEIGHT UNIT – Weight 20 oz (0.567 kg) – Volume 20 cu in (333 cc)
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The function of the PERSONAL LOCATOR BEACON is to facilitate the location and recovery of downed aircrew on land or sea; search aircraft, ships or launches can accurately home on to and communicate with personnel in distress.

The beacon is compatible with existing and proposed manual or automatic aircrew survival packs throughout the world.

Automatic activation can be arranged to occur on ejection or seat separation, permitting distress transmission during the descent phase.

The beacon fully meets the requirements of the Air Standardisation Co-ordinating Committee A.S. 51/5 and N.A.T.O. Specification STANAG 3281 Issue 3, and is currently being manufactured for the Ministry of Defence for use by H.M. Forces.



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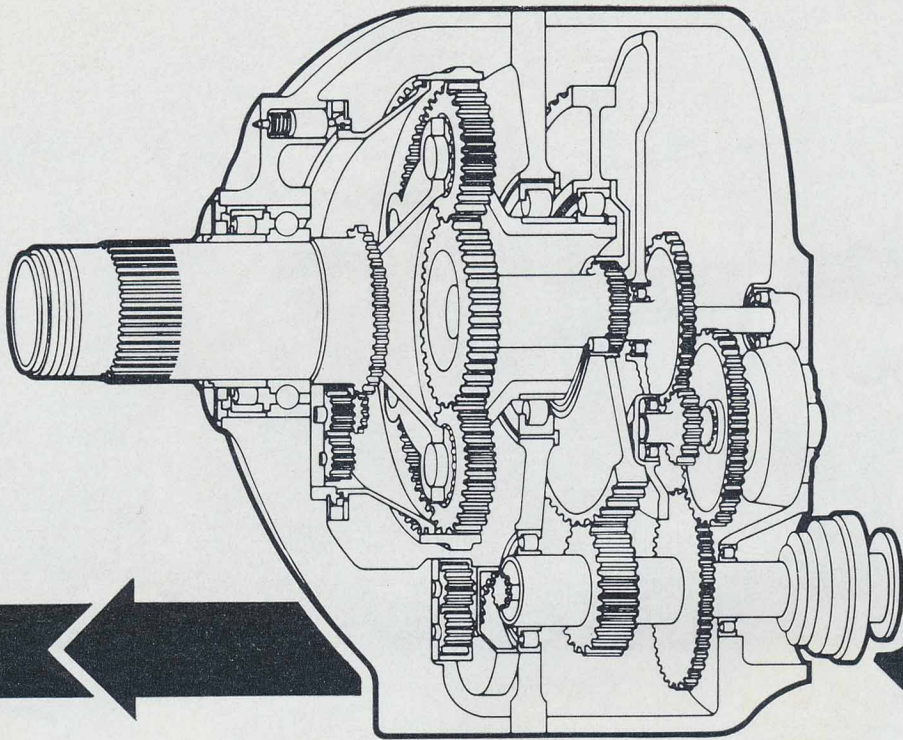
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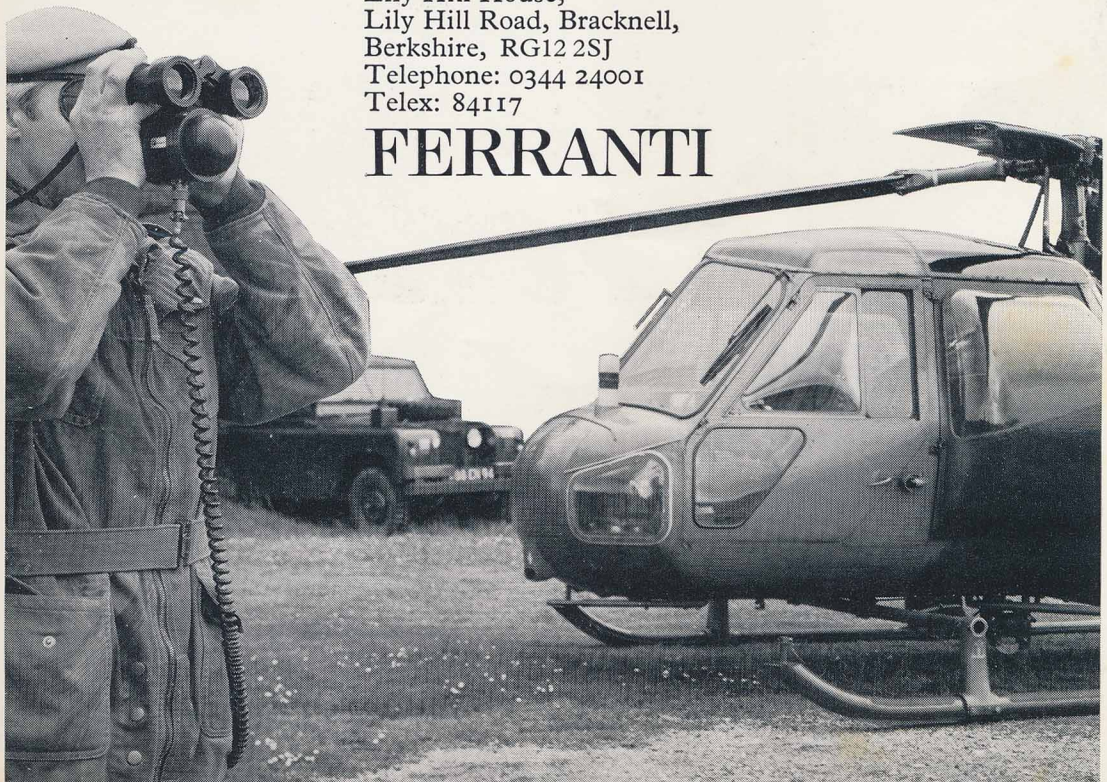


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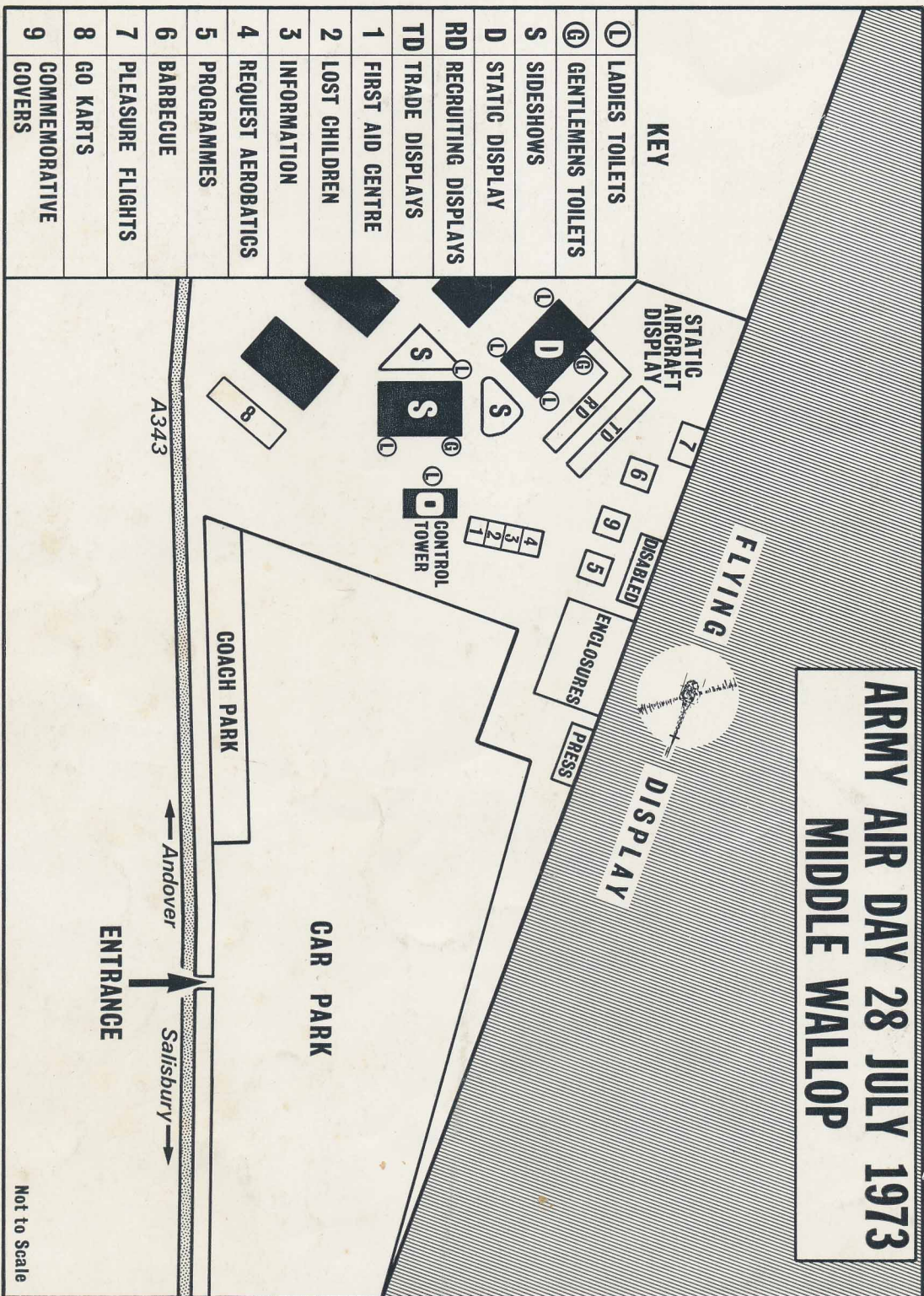
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S	SIDESHOWS
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RD	RECRUITING DISPLAYS
TD	TRADE DISPLAYS
1	FIRST AID CENTRE
2	LOST CHILDREN
3	INFORMATION
4	REQUEST AEROBATICS
5	PROGRAMMES
6	BARBECUE
7	PLEASURE FLIGHTS
8	GO KARTS
9	COMMEMORATIVE COVERS