

Guernsey 2011 Air Display



Thursday 8th September 2011

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Guernsey 2011 Air Display

The Guernsey Battle of Britain Air Display would not take place or remain free to the public without the continued and generous support of a number of local companies who come together under the title of the Battle of Britain Air Display Consortium. Thank you!



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Once again, our eyes lift skywards as we watch the "Magnificent Men In Their Flying Machines" exercise their skills in the annual Battle of Britain Air Display and we commemorate the bravery and selfless courage of the Royal Air Force airmen and crews who fought so valiantly in the Battle of Britain between June and October 1940. Their commitment and unwavering belief in defending their country repelled the German Luftwaffe that was so intent on invading England as they had already done in France, Poland and Belgium.



Alan Brunger

As we marvel at the majesty of the Lancaster, the Hurricane and the Spitfire; as we draw breath at the flying precision of the Red Arrows and The Blades and as we enjoy the gravity defying skills of the Breitling Wing Walkers we would ask you to acknowledge and thank the 22 Consortium Members – all private sector companies in Guernsey – and the States of Guernsey for their continued support and financial commitment that has enabled the Battle of Britain Air Display to once again be staged in the skies above St. Peter Port.

We would like to sincerely thank each member of the Consortium along with those companies who have supported this year's Display by either taking an advertisement in this souvenir programme or purchasing programmes for their own Battle of Britain corporate entertainment events.

We would also like to thank everyone who, throughout Battle of Britain Week, gives so generously to the Wings' Appeal – the official charity of the Royal Air Forces Association. These donations make a real and tangible difference to the lives of thousands of ex RAF servicemen, women and their families. These individuals have often gone beyond the call of duty for the sake of others; we must continuously remember their sacrifices and not allow them to be forgotten.

The Battle of Britain Air Display is staged for the residents of and visitors to Guernsey: hotels run at maximum capacity, cruise liners are moored offshore and the airlines and ferries are filled with passengers coming to Guernsey for this very special Air Display. It is our responsibility to remember and honour the generations of the past and to impress upon future generations why the Battle of Britain Air Display must not languish and disappear. If you are a member of the public watching the Display, please give to the Wings Appeal when you get your programme: if you are a company entertaining clients from one of the many commercial office vantage points around the island, please pledge your support by becoming a Battle of Britain Consortium member in 2012 and beyond.

Enjoy this year's Battle of Britain Air Display.

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This year we are lucky to have secured all four aircraft of the Battle of Britain Memorial Flight – Lancaster, Spitfire, Hurricane and Dakota. The display will open with a formation arrival of the first three aircraft and the Dakota will perform a solo display.



Barry Neal

Many of Guernsey's favourite display aircraft and teams, both military and civilian, are with us again. The Blades and the Red Arrows will arrive from the West over St Peter Port. This is a procedure especially tailored and approved by the UK Civil Aviation Authority for a very limited number of display formation teams, who have agreed specific speed, height and formation manoeuvring limits in the final stages of the arrival.

Flying four highly aerobatic Extra 300 aircraft, The Blades' regular pilots are all former RAF Red Arrows and bring all of that flair and panache with them. Uniquely, The Blades can also legitimately claim to be the world's only globally-accredited aerobatic airline.

Unfortunately, Kennet Aviation's Seafire, normally flown by John Beattie, has suffered a landing accident and will not be here. But John will be with us as usual, flying the Skyraider which this year is in the Korean War livery.

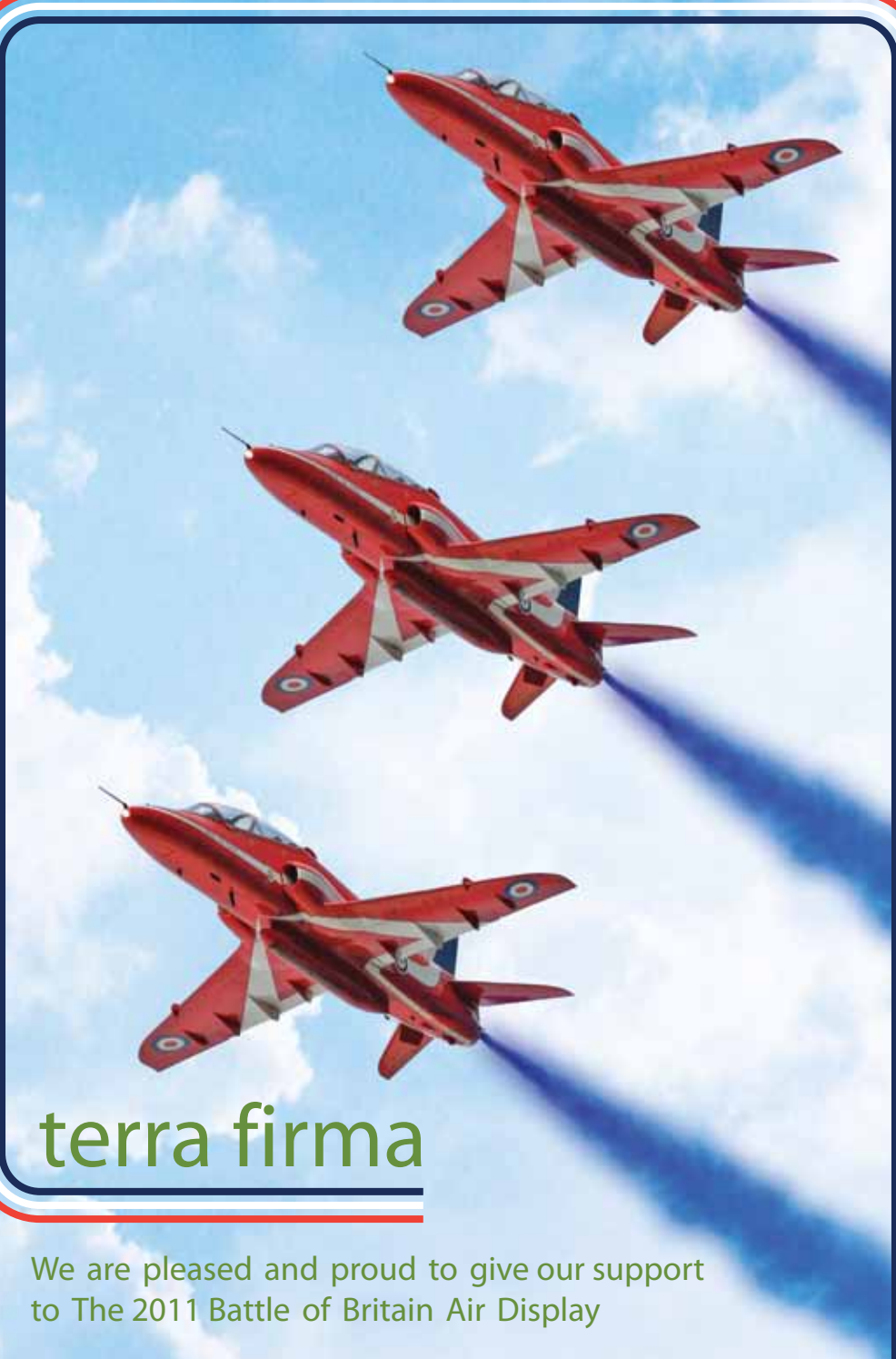
Thanks to the co-operation of boat owners, and particularly that of the Harbour Office, the Display area has been largely undisturbed by boats over the years. Please could boat owners continue their excellent conduct and refrain from sailing in or out of St Peter Port during the Display, and not attempt to watch the Display from the sea. Low tide will be 10.53 local time.

We make every effort to keep any risk from the Display to as low a level as reasonably practical, but, in the unfortunate event of an incident, please obey any instructions issued by Emergency Services' personnel, the Harbourmaster's staff, and/or RAFA members. Every effort should be made to allow Emergency Services access to incident sites.

I would like to thank everyone who supports us in our efforts to provide you with the best possible Display. Particular thanks must go to the Harbourmaster, Captain Peter Gill, for allowing us to control the Display from Port Control, and for allowing BBC Radio Guernsey to provide you with a commentary from that location. I hope to have specialist commentators available for the Blades, Black Cats, Tutor and Tucano, as well as the Red Arrows. Thanks must also go to the Hotel de Havelet for the excellent support they give to my wife and me during our stays there.

I hope the weather is good; but please remember to dress accordingly, come rain, wind or shine. The best places to view from are the White Rock Pier, by the lighthouse and the East Breakwater and do bring a portable radio to listen to the commentary. Enjoy the Display!

Barry Neal
Display Director



terra firma

We are pleased and proud to give our support
to The 2011 Battle of Britain Air Display



SPITFIRE

The instantly recognisable Spitfire is a classic fighter aircraft that fought in every operational theatre of WWII. It truly deserves its place as probably the most successful fighter design, and certainly as the most famous and charismatic.

It played a major role in the Battle of Britain. A slower top speed and poorer performance at altitude made the Hurricane vulnerable to the German fighter escorts, so the RAF tactic was to use Hurricane squadrons to attack the bombers, holding the Spitfires back to counter the German escort fighters.

The development potential of its original design allowed the Spitfire to establish and maintain air superiority and to keep pace with the improvements of enemy fighters. At the end of its development the engine produced more than twice the power of the original, maximum take-off weight and rate of climb had more than doubled, firepower had increased five-fold and maximum speed had increased by a third; all in essentially the same airframe.

Produced in greater numbers than any other British combat aircraft before or since the War, 20,400 Spitfires were built in 24 different variants and remained in production for 12 years.

For further information visit: www.raf.mod.uk/bbmf



FLIGHT TIME: 11.00



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HURRICANE

The Hurricane was designed and built for war. At the forefront of Britain's defence in 1939/1940 it played a major part in achieving victory in 1945.

As a fighter, the Hurricane was slower than the Spitfire and Messerschmitt Bf 109E but it could out-turn both of them. The 109's standard tactic was to climb higher than the RAF fighters and "bounce" them in a dive. The Hurricanes could evade such tactics by turning into the attack or going into a corkscrew dive which the 109s, with their lower rate of roll, found hard to counter. In a dogfight, the Hurricane was just as capable of out-turning the 109 as the Spitfire.



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During the Battle of Britain, RAF Fighter Command fielded more Hurricanes than Spitfires, with seven of every 10 German planes destroyed during the Battle being shot down by Hurricane pilots.

A remarkable total of 14,533 Hurricanes were built and the aircraft served operationally on every day throughout hostilities and in every operational theatre. At the end of WWII, Hurricanes were still in the front-line helping to ensure final victory in the Far East.

For further information visit: www.raf.mod.uk/bbmf

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LANCASTER

The Lancaster became the most famous and most successful of the WWII bombers delivering 60,612 tonnes of bombs in 156,000 sorties. Although the Lancaster was primarily a night bomber, it excelled in many other roles including daylight precision bombing and gained worldwide renown as the 'Dam Buster' in the 1943 Operation Chastise raids on Germany's Ruhr Valley Dams.

In November 1936, the Air Ministry wanted a bomber capable of carrying a load greater than 8,000lbs, powered by a pair of Rolls Royce engines then in development with the ability to dive-bomb at angles of up to 30-degrees. It soon became clear that the new Rolls Royce Vulture engines were under-developed and Avro revised the design, using as many existing component parts of the Manchester as possible to reduce costs and the timescale to build two prototypes. In May 1941 the second prototype had larger tail fins, a new undercarriage and improved Merlin engines and the true potential of the aircraft could then be seen.

PA474, the Lancaster flying today, is one of only two Lancasters remaining in airworthy condition.

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THE BLADES

The Blades are the UK's most extreme formation aerobatic display team. The eight Blades' pilots have two OBEs, a Distinguished Flying Cross and a 'Mentioned in Dispatches' between them. With over 20,000 hours of military flying between them, their heritage is outstanding: two commanded RAF Harrier Squadrons in Iraq and Afghanistan; one led the Red Arrows; six were Harrier pilots; two Jaguar pilots; all were RAF instructors and four are former Red Arrow pilots. With world-class pilots flying high-performance aircraft, The Blades provide awe-inspiring displays of adrenaline, professionalism and trust.



Formed in 2006, The Blades have displayed at some of the most prestigious events in the world: HM The Queen's 80th birthday celebrations at Balmoral; opening of the Bahrain Financial Harbour; F1 Grand Prix in Bahrain and Silverstone; P1 Powerboat Racing and Skandia Cowes Week.

The Blades fly the new EA-300 LP, made from carbon fibre and certified to +/- 10 times the force of gravity. Designed by Walter Extra, a successful competitive aerobatic display pilot himself, the aircraft has an optimum structure, weight and performance for aerobatic displays.

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FLIGHT TIME: 11.15



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DOUGLAS DAKOTA

This C-47 Dakota was manufactured in the USA by Douglas in March 1942 and initially issued to the United States Army Air Force before being transferred to the Royal Canadian Air Force (RCAF) for service during World War Two.

The Royal Aircraft Establishment (RAE) at Farnborough then purchased her in 1971 and she was used for a variety of tasks and trials, including dropping sonabuys through holes cut in the fuselage and launching remotely piloted vehicles.

The aircraft was adopted by Strike Command and issued to the BBMF in March 1993. In 2004, an original and authentic floor and interior was re-fitted, returning the cabin to the original, wartime specification. As there are now no other multi-engine tail wheel aircraft in RAF service outside the BBMF, the Dakota is an important training asset used for initial training of aircrew for the BBMF multi-engine aircraft and for renewing the currency of the Flight's Lancaster pilots each year.

The Dakota is also a sought-after display aircraft in her own right and appears regularly on the air show circuit either on her own or as part of a BBMF formation.

For further information visit: www.raf.mod.uk/bbmf



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We are proud to support the magnificent men in their flying machines

RG Falla strive to continue to help enrich and enhance the communities in which we work, through the application of excellence, innovation and teamwork.



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THE BLACK CATS

Formed in 2001, the Black Cats are the Royal Navy's elite helicopter display team. The team fly a pair of Westland Lynx HMA8 helicopters from 702 Naval Air Squadron based at RNAS Yeovilton in Somerset, which is used throughout the Royal Navy as an anti-surface and anti-submarine attack helicopter.

Able to fire the Sea Skua anti-surface missile, the Lynx forms an integral part of a ship's detection and weapon system. In addition to the Sea Skua the Lynx has the Sting Ray torpedo and the older but nevertheless most effective depth charge for anti-submarine warfare and can also be fitted with a machine gun pod.

In 2011 it will be 40 years since the first flight of the Lynx helicopter and it still holds the official Helicopter Speed Record set in 1986 of 216 knots (249 mph). The Lynx helicopter is unique in its design, particularly agile and ideally suited to display manoeuvring.

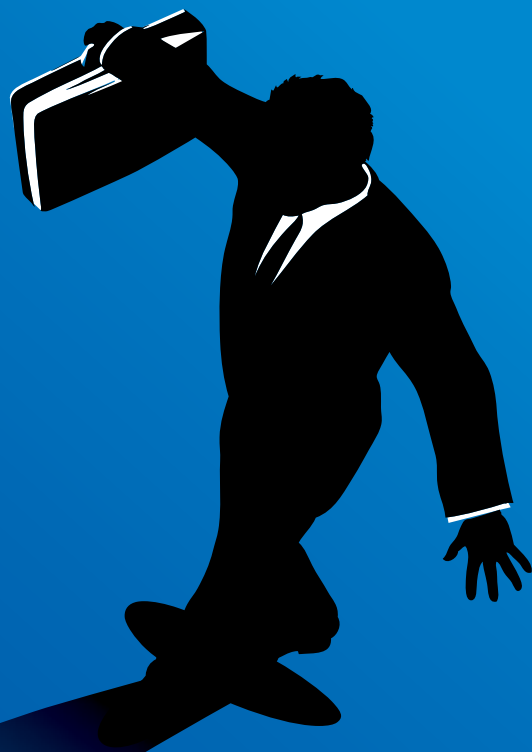
Today's flying display includes close and fast passes, synchronised nose-overs where both aircraft bow vertically down to the ground, the impressive "Swingboat" involving rearwards close-formation flying and the "Carousel" where both aircraft fly around each other nose-to-nose.

For more information visit: www.royalnavy.mod.uk



FLIGHT TIME: 11.34

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F-16

The Lockheed Martin F-16 Fighting Falcon is a jet fighter that has been in production since 1976, after the Vietnam War revealed shortcomings in American fighter capabilities and the need for better air-to-air training for fighter pilots.

Designed as a lightweight, daytime fighter, it evolved into a successful multirole aircraft and serves in the air forces of 25 nations. The F-16 is a single-engined, supersonic, multi-role tactical aircraft, designed to be a cost-effective combat 'workhorse' that could perform various kinds of missions and maintain around-the-clock readiness. It is much smaller and lighter than its predecessors but uses advanced aerodynamics.



Numerous innovations include a frameless, bubble canopy for better visibility, a side-mounted control stick to ease control while under high g-forces and a reclined seat to reduce the effect of g-forces on the pilot, being the first fighter aircraft deliberately built to sustain 9G turns.

The aircraft displaying today is an F-16MLU (Midlife update) version M2 from the Belgian Air Force. The display will include a slow flight followed by max performance climbs and a SLICE pass showing off the top of the aircraft, all standard F-16 manoeuvres as flown in operational missions.

For further information visit: www.f-16.net



FLIGHT TIME: 11.44

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SKYRAIDER

The Skyraider was a carrier borne/ land based attack aircraft that became one of the most versatile aircraft ever built, serving from 1945 through the Korean and Vietnam Wars until about 1976.

Its long endurance, ruggedness and low level agility at low speed made it an excellent ground attack aircraft capable of delivering 8000lbs of stores more accurately than the more modern faster jets that should have replaced them.

AD-4N Skyraider c/n 7722 was built in 1948 in California and served with the French Air Force from 1960 and the Gabonaise Air Force from 1976. In 1985 she was bought by Aero Retro in France and in 1991 was sold to the Duxford based Fighter Collection, staying there until October 2003 when she was sold (and remains) to Kennet Aviation and registered G-RADR.

She is flown as A-1H BuNo 126922, code AK-204 of VA-176 "Thunderbolts", flying from the USS Intrepid. The unit flew the A-1 Skyraider from 1955 until 1966 and saw combat during the Vietnam War. On October 9, 1966 Lieutenant William T. Patton made fame by shooting down a North Vietnamese MiG 17. It was the first (and only) shoot down of an enemy jet by a propeller driven plane during the Vietnam Conflict.



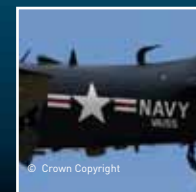
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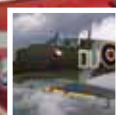
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WINGWALKERS

Simply getting airborne at the start of the 20th century was an achievement but after the Great War and the galloping strides in aircraft development, hundreds of aeroplanes were no longer needed and were snapped up for peanuts by young daredevils who had caught the flying bug. And so the flying circus was invented.

Airshows were staged with displays of terrifying loops and rolls and flying upside down – the more outrageous and dangerous the stunt, the more the crowd enjoyed it.



In 1918 Ormer Locklear came up with a stunt that was guaranteed to wow the crowds: climbing out of an aeroplane and walking along the wing and even climbing from one aeroplane to another. Locklear was soon joined by numerous other daredevils including the wonderfully named Ethal Dare, the world's first female wing walk.

After the war saw the development of fast and comfortable airliners but those barnstorming days of the '20s and 30s. Yes, the wing walkers are safely tethered to their Boeing Stearman biplanes, but the glamour, spectacle, sounds and atmosphere is the same as when brave Ormer Locklear went for a dramatic 10ft stroll along the wing of his warplane.

For more information visit: www.aerosuperbatics.com





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TUCANO

The Tucano T1 operates primarily from No 1 Flying Training School, at RAF Linton-on-Ouse, and provides basic fast-jet flying training. Student pilots fly around 130 hours during their training course on the Tucano before progressing to the Hawk T1 aircraft at RAF Valley.

The aircraft is powered by an 1150shp Garrett Turboprop engine, has a maximum speed of 300kts (345mph) and can maintain 270kts (310mph) at low level. It can operate at up to 30,000ft and has an initial climb rate of 4,000ft per minute.

The Tucano replaced the Jet Provost in RAF service due to its greater fuel efficiency and lower operating costs and its two-seat tandem cockpit makes it an ideal lead-in to the Hawk.

The aircraft handling is similar to that of a jet aircraft and it is fully aerobatic, an excellent workhorse for training fast-jet pilots in all aspects of military flying. It is used to develop students in a full range of skills, including general aircraft handling, formation flying and low-level navigation and, due to its comprehensive avionics and ice-protection packages, it can be flown in all types of weather, by day and by night.

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FLIGHT TIME: 12.16



Moore Stephens is extremely proud of its long association with the Battle of Britain Air Display Consortium and wishes it ongoing success for very many years.

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HAWK

The Hawk T1 is the first jet aircraft that a student pilot will fly. An advanced, and very successful trainer, Hawk is used to teach operational tactics, air-to-air and air-to-ground firing, air combat and low-level operating procedures and are also flown in a wide variety of very specialised roles such as target facilities and specialist electronic warfare training.

The first of 175 Hawks ordered for the RAF took to the air on 21 August 1974. Aircraft were delivered with the ability to carry weapons and so a new single-aircraft syllabus developed to take advantage of the Hawk's capabilities.



In 1983, 88 Hawks were modified to enable them to carry Sidewinder air-to-air missiles and be used as 'local defence' fighters at airfields around the country, a role the aircraft no longer carries out. With the reduction in RAF training requirements, the majority of the Hawk fleet is now concentrated at RAF Valley, with No 100 Squadron at RAF Leeming holding the only sizeable fleet away from Anglesey, and many of these aircraft have undergone a major refurbishment to extend their service life.

For more information visit: www.raf.mod.uk



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KING AIR

The Beech King Air B200, the newest training aircraft in the RAF inventory, is a twin-engine turboprop monoplane, which first entered RAF service in 2004. It is used as an advanced, multiengine pilot trainer by No 45(R) Squadron. Prior to flying the King Air, students who have been streamed to fly multi-engine aircraft at the end of elementary flying training undertake survival training and personal development training to prepare them for the rigours of operational service and taught crew co-operation and procedural flying skills to prepare them for their advanced flying training.

Its combination of a well-proven airframe with advanced cockpit and systems makes the King Air an ideal training platform for the new generation of multi-engine aircraft.

In basic training, students learn essential multi-engine techniques such as general handling, asymmetric flying, emergency handling and radio-aids navigation, and consolidate multi-crew skills. In the advanced phase, the emphasis shifts towards developing captaincy, crew resource management, and managing the King Air's advanced avionics systems. Students learn advanced skills such as formation flying, low-level flying and airways navigation, and plan and manage composite missions involving several aircraft.

For more information visit: www.raf.mod.uk



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T28 FENNEC

Built as a T-28a for the United States Air Force in 1951 with the serial number 51-7545, "Little Rascal" is one of only two T-28 aircraft based in the UK. The T-28 was the winner of a competition to replace the T-6 Texan as the primary trainer in the US Air Force and made its first flight on 26 September 1949. Much design work went into the layout of the cockpit and controls and a tricycle undercarriage was adopted. These design features were incorporated to make transition onto the more advanced T-33 jet trainer and ultimately the F86 Sabre jet fighter as simple as possible.



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Power comes from a Wright R-1820-76B 9 cylinder radial engine of 1425hp, giving the aircraft a top speed of 283mph. The T-28a had provision to carry bombs or rockets under the wings and two 0.5 inch machine guns.

Moving to the Haitian Air Force in 1967 and then the USA in 1979, where it was civilianised, the T28 arrived with the Aircraft Restoration Company at Duxford in late 1997. A thorough maintenance check was carried out and the previous USAF colours were replaced by a French Air Force North African scheme. Despite its size the T-28 is a sprightly mover and is instantly recognisable by its distinctive engine noise.

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RED ARROWS

The Red Arrows are renowned throughout the world as ambassadors for both the Royal Air Force and the UK. Officially formed in 1965, their reputation has been built on commitment and professionalism, combined with RAF skills, training and equipment.

All nine Red Arrows pilots are fast jet pilots from frontline RAF squadrons, a number of whom have recently returned from Iraq and Afghanistan. Pilots must have completed a frontline tour, have a minimum of 1,500 flying hours and be assessed as above average in their flying role before completing a rigorous programme of flying tests and assessments of their personal qualities, as it is vital the pilots trust each other.



THE AIRCRAFT

The dual control BAE Systems Hawk T1 is the RAF's advanced trainer, and has been used by the Red Arrows since 1979. The Hawk's Rolls Royce Adour engine produces 5,200lbs of thrust, allows a top speed of Mach 1.2, maximum altitude of 48,000ft and fuel capacity gives a range of 1,000nm. The aircraft are essentially the same as those flown by the advanced flying training students but with smoke generation modifications and a slightly uprated response time.

For more information visit: www.raf.mod.uk



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Battle of Britain WINGS APPEAL 2011

**Saturday 3 September,
8pm, St James**

Tribute in Brass featuring the Guernsey Concert Brass. Tickets £10, senior citizens £8, restricted view £4, call St James on 71 1361.

**Sunday 4 September, 2-5pm,
German Occupation Pleinmont
Tower**

Admission £3, children £1.50. All proceeds are kindly being donated to the Wings Appeal.

**Monday 5 September, 10am,
Town Church**

The Mile of Pennies unit at the east side of the Town Church is officially opened.

**Wednesday 7 September,
2-6pm, Airport Control Tower**
Meet the Pilots and aircraft who are taking part in the Battle of Britain Air Display. With thanks to the ASG Hanger.

Thursday 8 September
10.30am - 1pm, coffee morning and raffle at the Old Government House Hotel with a good vantage point to watch the Air Display.

**11am - 1.15pm,
Battle of Britain Air
Display featuring the Battle
of Britain Memorial Flight and
the Red Arrows.**

**Sunday 11 September,
10.30am, Town Church**
Battle of Britain Commemorative Service, preceded by an inspection of the RAFA standard and those of other ex-service and youth organisations by the Lt Governor, Air Marshall Peter Walker and the Bailiff, Sir Geoffrey Rowland.

**Sunday 2 October,
12pm, Duke of Richmond Hotel**
RAFA Fashion show, given by Alpha Fashions, and Sunday lunch. Tickets from Muriel Le Page on 2391 40.

Raffle prizes would be gratefully accepted for the Battle of Britain (Wings Appeal) events and can be deposited at the Gremlin club for the attention of the Honorary Treasurer.



Please recognise the bravery, service and sacrifices of the serving members and veterans of the RAF by giving generously to the Wings Appeal in any of the following ways:

- collecting buckets throughout St Peter Port today and in hotels, pubs and restaurants throughout the Island

- Mile of Pennies unit by the Town Church

- send a donation by cheque made payable to RAFA Wings Appeal to Honorary Treasurer, RATA HQ, Fosse Andre, St Peter Port, GY1 1XZ

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