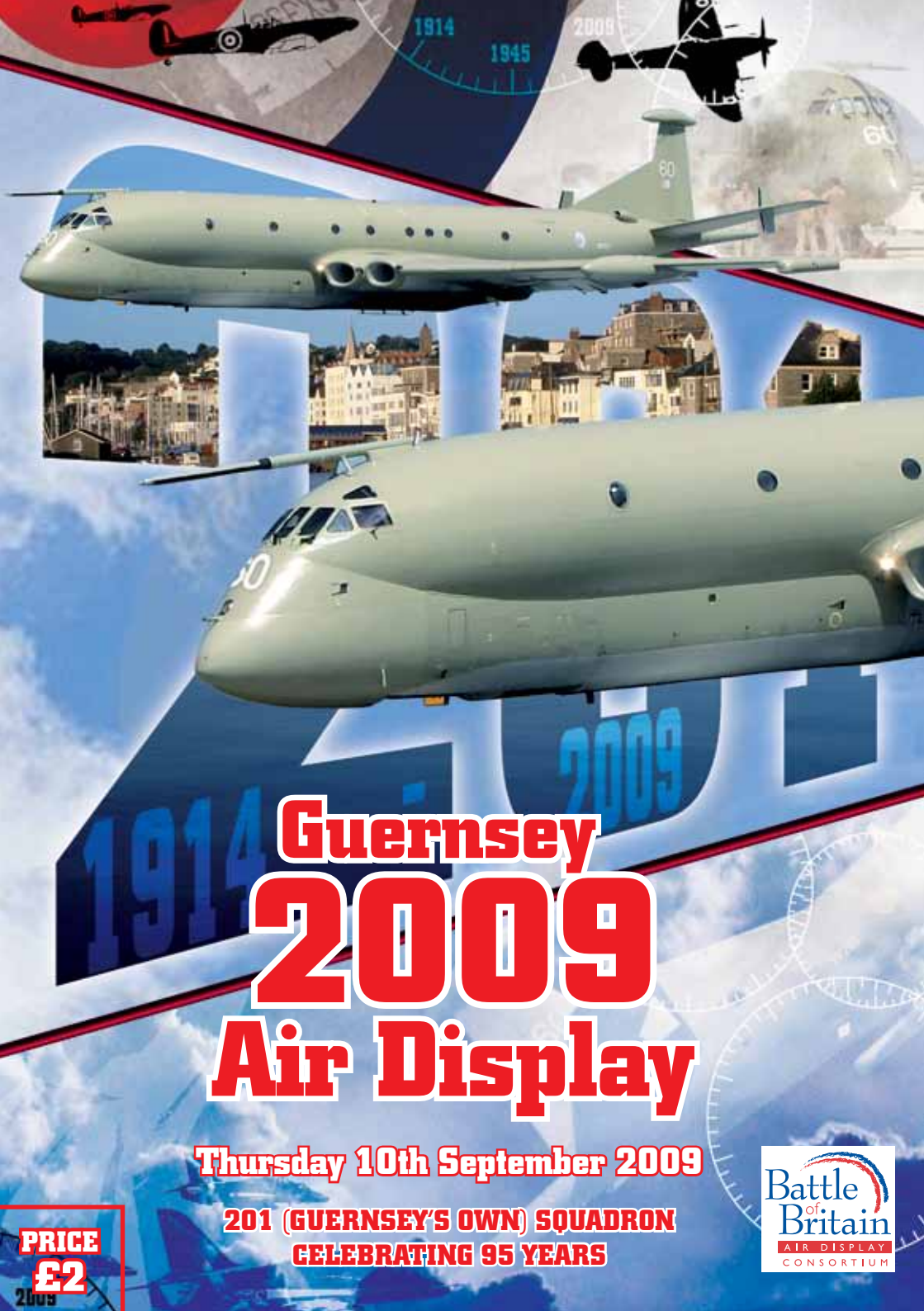




Guernsey 2009 Air Display

Thursday 10th September 2009

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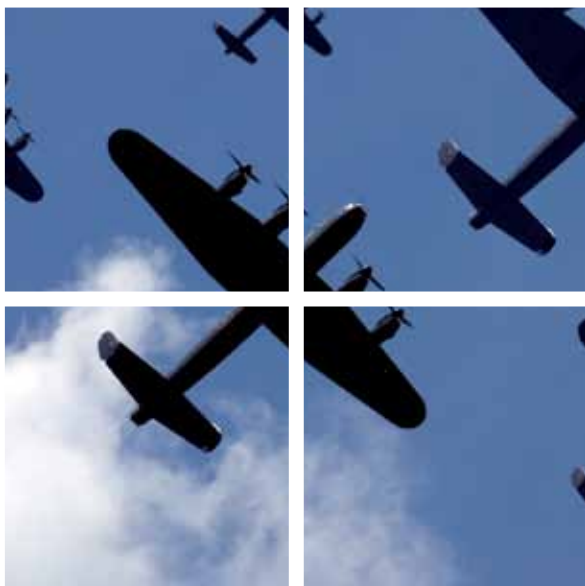
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Guernsey 2009 Air Display



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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WELCOME

Welcome to the 2009 Battle of Britain Air Display.



The purpose of the Battle of Britain Air Display is to raise money for RAF service charities. It achieves this by the annual Wings Appeal supporting both serving and ex-serving members of the Royal Air Force and their dependants. The funds raised are used to provide welfare support to all members of the Air Force family and veterans of World War II, Korea, Suez, Palestine, Cyprus, Falkland Islands, Malaya, Kosovo, Sierra Leone, Afghanistan and Iraq, to name but a few. It has also helped those injured in training accidents and for the families of those who may have been killed or injured in active service or in training; as well as those who have fallen on hard times.

The Royal Air Forces Association (RAFA) offers friendship, help and support for veterans from WWII through to today's serving RAF & their dependants and donations to RAFA's Wings Appeal raises over £2 million each year to allow this essential work to continue. The Wings Appeal funds the provision of a range of welfare services which include over 3,000 respite care breaks, over 25,000 welfare visits to homes and hospitals, advice on family and financial issues, guidance and representation on War Disablement and War Widow pensions and sheltered housing facilities.

The Battle of Britain Air Display would simply not be possible without the continued commitment of the Consortium which has funded the whole of today's display. The back of the programme lists all those companies who have generously committed funds to this year's event and our sincere thanks and appreciation are extended to these companies for their ongoing support of this important annual event.

The Royal Air Forces Association (Guernsey) Branch would also like to thank the following organisations and individuals for their support and assistance in bringing this event to you: His Excellency the Lieutenant-Governor Vice Admiral Sir Fabian Malbon, The Bailiff of Guernsey Sir Geoffrey Rowland, the Minister of Culture and Leisure, Deputy Mike O'Hara, the St Peter Port Constables, the airport Director Colin Le Ray and his staff, the Harbourmaster Captain Peter Gill and his staff, the crew of the States Boat 'Sarnia,' the crew of the St Peter Port Life Boat, the Guernsey Police, the St. John Ambulance and Rescue Service and St Johns Voluntary Section and the Guernsey Fire and Rescue Service.

To the many other people too numerous to mention who support this charity fundraising Battle of Britain Air Display a big thank you, and I hope you enjoy this year's Display.

Alan Brunger
President of the R.A.F.A. (Guernsey) Branch and Air Display Organiser

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A letter from Michael Perrett

Why is the Battle of Britain Air Display so important in Guernsey's calendar of events?



The answer is that the selfless courage and bravery of the Royal Air Force servicemen in the summer of 1940 should not, and must not, be forgotten. The annual Battle of Britain Air Display commemorates the actions and unwavering spirit of the RAF pilots who, in 1940, flew in the name of the greatest civil liberty of all, freedom. We need to educate the generations of today and tomorrow of the sacrifices these pilots unquestioningly made.

The Battle of Britain Air Display continues due to the financial commitment by the Battle of Britain Consortium Members. Some have been supporting this Display for a considerable number of years, others over recent years and this year we welcome three new Consortium Members. On your behalf, and as Chairman of the Consortium, I would like to extend our warmest thanks and appreciation to each and every Member.

2009 is a rich year for anniversaries in the world of aviation history and the armed forces.

Number 201 Squadron is one of the oldest British military flying units as it traces its origins back to the formation of No 1 Squadron, RNAS at Fort Grange on 16 October 1914. 2009 marks the 95th anniversary of 201 Squadron's formation and the 70th anniversary of its formal affiliation with Guernsey. It is a pleasure to see so many of 201 (Guernsey's Own) Squadron here to celebrate their double anniversary.

2009 also marks the 85th anniversary of the Fleet Air Arm. On 1 April 1924, the Fleet Air Arm of the Royal Air Force was formed and was renamed the Air Branch of the Royal Navy on 24 May 1939. At the onset of the Second World War, the Fleet Air Arm consisted of 20 squadrons with 232 aircraft. By the end of the war the worldwide strength of the Fleet Air Arm was 59 aircraft carriers, 3,700 aircraft, 72,000 officers and men, and 56 air stations.

And finally, but by no means least, this year sees the Royal Navy's Centenary of Naval Aviation.

I urge you to take a couple of minutes today to reflect on what the airforce men and women of yesteryear and today have given, and continue to give, in the name of freedom. This precious gift of freedom should never be underestimated as it passes from one generation to the next.

I sincerely hope you enjoy this year's Battle of Britain Air Display.

Michael E J Perrett
Chairman of the Battle of Britain Consortium

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201 (Guernsey's own) Squadron

201 Squadron, with its motto "Hic et ubique" 'Here and everywhere', can claim to be one of the oldest British military flying units as it can trace its origins back to the formation of No 1 Squadron, RNAS at Fort Grange on 16 October 1914. The unit was almost immediately renamed No 1 (Naval) Squadron and played an active role in World War 1 with two of its pilots, Flight Sub-Lieutenant RAJ Warneford and Major WG Barker DSO MC being awarded VCs in 1915 and 1918 respectively.

Between 1918, when it got its present day name, and 1958, 201 Squadron played an important part in World War II and it saw its Southampton flying boats being upgraded to Londons and then from Sunderlands to the new Shackleton Mk3-s. In 1965, 201 Squadron moved from Calshot to Kinloss where they have been based ever since.

201 Squadron's special link with Guernsey was forged in the dark days before World War II and still remains as the only surviving RAF squadron affiliation. The link remains strong with the Squadron making regular visits to the Bailiwick where they are affectionately known as 201 (Guernsey's Own) Squadron.

As part of the Squadron's 80th anniversary celebrations, the Squadron was granted The Privilege of Guernsey. It was the first award in Guernsey's history of this ancient military honour which gives the right to march with colours flying, drums beating and bayonets fixed.



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Official badge for the
201 Squadron



Nimrod flight time: 12.46



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

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SEAFIRE

In 1940 there was desperate need for a modern carrier-borne fighter capable of dealing with the opposition: the Spitfire joined the Royal Navy and the Seafire was born.

Developed for carrier use, the Seafire incorporated changes including a tail hook, attachments for catapult use and folding wings. The Seafire had a short range, but its fast climb and agility made it a very good Fleet defence fighter. Carrier landings remained difficult but its performance outweighed this disadvantage.

The Seafire achieved prestigious battle honours and served with the Fleet Air Arm until the jet age. The aircraft flying today is the Kennet Seafire XVII, G-KASX



© L Howard



Seafire flight time: 10.55

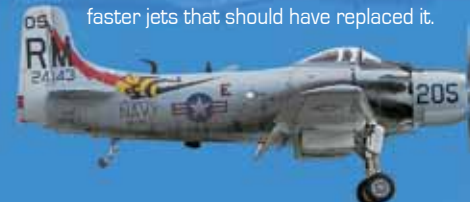
SKYRAIDER

The Skyraider was a carrier-borne/land-based attack aircraft which became one of the most versatile aircraft ever built. The prototype of the Skyraider was first flown on 18 March 1945 and it remained in service through the Korean War – where it first saw combat and its long loiter time and heavy load-hauling capability gave it a distinct utility advantage over the jet aircraft of the time – and Vietnam War up 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 it.



© Amicale Jean-Baptiste Salis



For inspiration, look up.



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www.kpmg.guernsey.gg

F-16

The Lockheed Martin F-16 Fighting Falcon is a jet fighter that has been in production since 1976, after real-world experience in 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. The smooth pattern and very low altitude of a display puts up to 9G on the pilot so limits the display to a maximum of 10 to 15 minutes.



© Joel Arijs

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

F-16 flight time: 11.50



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F-16

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BLACK CATS

Formed in 2001, the Black Cats are the Royal Navy's elite helicopter display team. Comprised of two Lynx Helicopters from 702 Naval Air Squadron, based at HMS Heron (RNAS Yeovilton) in Somerset, the Black Cats offer a unique choreographed pairs formation display. The carefully choreographed display makes full use of the precision and aerobatic capabilities of the Lynx. Look out for high-speed crosses, close formation work and opposing manoeuvres.

The name 'The Black Cats' comes from a combination of the Lynx wildcat featured on the 702 Squadron badge and the naval slang of 'black catting', which is a form of one-upmanship by having done something or owning something better than anyone else.

Lynx Helicopter

Primarily an anti-surface and anti-submarine helicopter, the Lynx is designed to operate from frigates and destroyers of the Fleet. Able to fire the Sea Skua anti-surface missile, which proved highly effective during the Gulf war, the Lynx forms an integral part of the ships detection and weapon system and can project the influence of a ship over great distances with the key element of surprise.

In addition to the Sea Skua the Lynx has the Sting Ray torpedo and the older technology but nevertheless most effective depth charge for anti-submarine warfare. The aircraft can also be fitted with a machine gun pod.



Official badge for the
Black Cats Helicopter Team

Black Cats flight time: 11.08

For further information visit:
www.deltaweb.co.uk/blackcats



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BATTLE OF BRITAIN MEMORIAL FLIGHT

Following WWII, a Spitfire and Hurricane traditionally lead the Victory Day flypast over London and the idea grew to form a historic collection of flyable aircraft to commemorate the Battle of Britain. In 1957 the Historic Aircraft Flight was formed at RAF Biggin Hill with one Hurricane and three Mk XIX Spitfires, and having popularly become known as the Battle of Britain Memorial Flight it officially took the name on 1 June 1969.

Traditionally flying in a formation of three, the Lancaster flanked by two fighters, the Flight comprises 11 aircraft, including five Spitfires, two Hurricanes and a Douglas Dakota. Today will see a Spitfire, Hurricane and Dakota displaying in memorable fashion.



BBMF flight time: 11.21



© Geoff Lee/Shoreham RAFA Airshow

DAKOTA



Dakota flight time: 11.21

Manufactured in 1942 the Dakota was issued to the US Army Air Force and then the Royal Canadian Air Force before being purchased by the Royal Aircraft Establishment in 1971 and used for tasks and trials, including dropping sonabuys and launching remotely piloted vehicles.

The Dakota joined the BBMF in March 1993 when original and authentic 'para-seats' were re-fitted, returning the cabin interior to the original, wartime specification and allowing her to be used in commemorative parachute drops.

The Dakota is the workhorse of the BBMF being used for a variety of general support tasks, but she is increasingly becoming a display aircraft in her own right.



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For further information visit:
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HURRICANE

The Hurricane is one of the classic fighters of all time. Designed and built for war, it was at the forefront of Britain's defence in 1939/1940 and 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.

During the Battle of Britain, RAF Fighter Command fielded more Hurricanes than Spitfires, and Hurricanes achieved a similarly greater proportion of combat kills, 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, in every operational theatre and in many roles. At the end of WWII, Hurricanes were still in the front-line helping to ensure final victory in the Far East.

The last Hurricane ever built, PZ865, rolled off the production line in the summer of 1944, carrying the inscription 'The Last of the Many' on her port and starboard sides.



© John Dibbs



Hurricane flight time: 11.21



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

HURRICANE

A letter from Barry Neal

As the new incoming Display Director I would like to pay a special tribute to Frank McMeiken for all the dedication and hard work he has put in over the last eight years or so. On behalf of the residents of Guernsey and the visitors who come to see the Display, thank you very much.

Frank is now the Senior Member of the Air Display Flying Control Committee - the role I filled for many years working alongside him, so I am no stranger to the show.

2009 has seen the appointment of Fergus Woods as Director of Civil Aviation and the introduction of the Aviation (Bailiwick of Guernsey) Law, 2008, which includes the regulation of Flying Displays on the island. Consequently, we have worked very closely with Fergus on all aspects of this year's Display.

This year sees the Royal Navy's Centenary Year of Naval Aviation which is being marked by a panoply of colourful events and activities throughout the UK. We are playing our part in that and will open the Display with the Kennet Aviation Seafire (a series of Spitfire aircraft that were modified for use by the Royal Navy during World War 2) and Skyraider. Immediately following will be the Royal Navy Helicopter Display Team - the Black Cats. An excellent spectacle to both celebrate the Centenary and start the Display.

Thanks to the co-operation of boat owners, and that of the Harbourmaster and his staff, the Display area has been largely undisturbed over the years. Should boats infringe the Display area I have to consider the effect on the Display item in progress and, if necessary, stop all flying. So 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.

Your safety and that of the show participants is our primary concern. We make every effort to reduce the 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 access to incident sites.

I hope the weather is good to us; but please remember to dress accordingly, come rain, wind or shine. Be careful when watching from the piers and when crossing the car parks, and do bring a portable radio to listen to the commentary on BBC Radio Guernsey. The best places to view the Display are the White Rock Pier, the Breakwater (by the lighthouse), and the East Breakwater. Enjoy the Display!

Barry Neal
Display Director



THE PROGRAMME



King Air

12.10
page 27



T-28A Fennec

12.18
page 28



Team Guinot

12.25
page 29



Chinook

12.36
page 31



Nimrod MR2

12.46
page 9 & 33



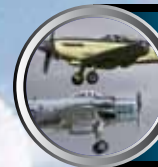
Safety Buffer

12.47 - 12.52
(5mins)



Royal Air Force Aerobatic
Team - Red Arrows

12.52
page 35



**Seafire &
Skyraider**

10.55
page 11



Black Cats

11.08
page 15



BBMF - Dakota, Spitfire,
Hurricane

11.21
page 17 & 19 & 23



Blades

11.37
page 24



F16

11.50
page 13

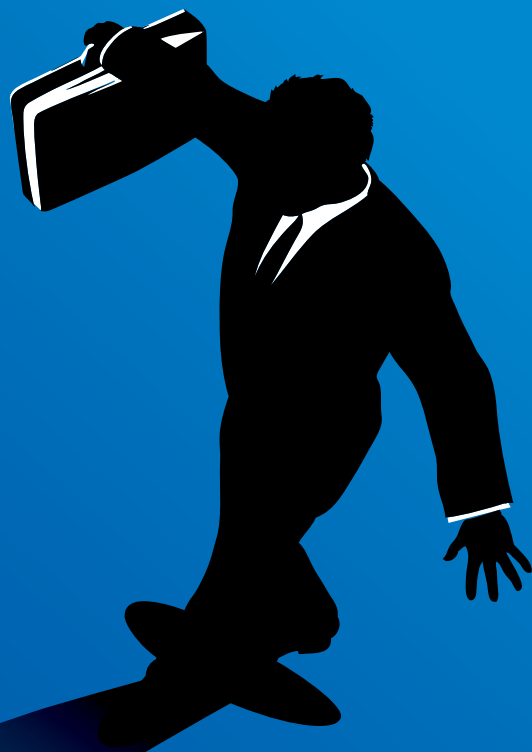


Tutor

12.03
page 25

NOTE: This programme may be subject to short notice changes, retimings and or cancellations due to operational factors.

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SPITFIRE

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

During the Battle of Britain it played a major role alongside the Hurricane. 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 the air superiority so vital to the defence of Britain and to keep pace with the improvements in performance of enemy fighters throughout WWII. 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. The maiden flight took place on 5 March 1936 and entered RAF service with 19(F) Squadron in August 1938.



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Spitfire flight time: 11.21



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

SPITFIRE

THE BLADES

The Blades are the UK's most extreme formation aerobatic display team. With world-class pilots flying high-performance aircraft, The Blades provide awe-inspiring displays of adrenaline, professionalism and trust.

As four of the world's most accomplished aerobatic pilots, The Blades have all served as Royal Air Force combat pilots and members of the Red Arrows. With a combined total of more than 20,000 flying hours they have flown in the most challenging single seat aircraft, including Harriers, Jaguars, Hawks, Jet Provosts and even Boeing Stearman biplanes, and take formation aerobatics to the next level. The Blades' military experience, expertise and dedication to perfection means they are one of the most highly respected teams in the world.

Formed in 2006, The Blades have displayed at some of the most prestigious events in the world: debut display at The Beckhams' pre-world cup party shortly followed by HM The Queen's 80th birthday celebrations, F1 Grand Prix in Bahrain and Silverstone, P1 Powerboat Racing and Skandia Cowes Week. They have now entertained a live audience of over 15 million people with their extreme manoeuvres.

Flying the specially built Extra 300 LP, The Blades pull 10 times the force of gravity, can turn on a sixpence and tumble outrageously quickly to bring you the ultimate in aerobatic excitement. The pilots' skill and precision means the display remains up close and personal to the crowd throughout.

For further information visit:
www.2excelaviation.com

THE BLADES

THE TUTOR

The Tutor flight time: 12.03

The Grob 115E (known by the RAF as the Tutor) is a cost-effective, modern elementary training aircraft and is the first aircraft trainee pilots will fly. The combination of docile handling characteristics and good performance make it very suitable for its training role.

The Tutor is constructed mainly from carbon fibre reinforced plastic, which combines high strength with light weight. It has side-by-side seating with the primary flight instruments on the right-hand side of the cockpit, which allows the student to fly from the right-hand seat with a right-hand stick and a left-hand throttle so future transition to fast-jet aircraft is made easier.

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1979

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1979

1980

1981

1982

1983

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, multi-engine 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 entering RAF service.

The King Air course is split into basic and advanced phases. In the basic phase, 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 are expected to plan and manage composite missions involving several aircraft.

On completion of the course students are awarded their coveted pilot's wings, and then undertake conversion to their frontline aircraft type at an Operational Conversion Unit.



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



King Air flight time: 12.10



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KING AIR

T-28A

T-28A North American Trojan ('Fennec')

The T-28 was the primary trainer in the United States 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. The T-28A had provision to carry bombs or rockets under the wings and two 0.5 inch machine guns.

Despite its size the T-28 is a sprightly mover, with a top speed of 283mph, and is instantly recognisable by its distinctive engine noise.

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T-28A flight time: 12.18

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TEAM GUINOT

Wingwalking dates from the romantic era after the First World War when young pilots returned home exhilarated from their adventures in the sky, keen to earn a living in the clouds. These daring heroes purchased surplus war biplanes cheaply and travelled the country captivating civilians with the opportunity of flying, landing in fields and charging locals for their first taste of flight. To capture the imagination of potential customers the pilots flew down the main street of each town at low level and persuaded girlfriends and engineers to climb out along the wing of the aircraft.

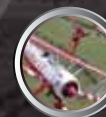
Variations on wing walking became common, with stunts such as handstands, hanging by one's teeth, and transferring from one plane to another, which progressed to transfers between a ground vehicle, such as a car, a boat, or a train, to the plane.

As well as being entertainment, wingwalking played an important part in the advancement of aviation being instrumental in the first air to air refuelling as well as long distance flight records.

Now over 80 years later, Team Guinot, the World's only formation wingwalking team, is celebrating the passion of those early adventurers. Pulling up to 4G (four times their own body weight) they loop, roll and turn the Boeing Stearman biplanes through the sky while daring wingwalkers gracefully wave and perform handstands against 150mph wind pressure.



© www.aerosuperbatics.com



Team Guinot: 12.25



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For further information visit:
www.aerosuperbatics.com

TEAM GUINOT

29

Professionalism, precision and teamwork in Guernsey



CHINOOK

The Chinook is mainly used as a battlefield support helicopter and can carry up to 55 troops or 10 tonnes of freight. The cabin is large enough to accommodate two Land Rovers, while the three underslung load hooks allow a huge flexibility in the type and number of loads that can be carried. Secondary roles include search and rescue and casualty evacuation, carrying up to 24 stretchers. The crew consists of either two pilots, or a pilot and a weapon systems officer, and two air loadmasters.

The aircraft are well equipped for their varied roles and are fitted with a satellite GPS, an Instrument Landing System, comprehensive avionics and an extensive radio suite. The aircraft cockpit has a full night-time capability when operated with night-vision goggles, thus allowing low-level night operations in a hostile environment. The Chinook is well equipped with defensive aids and has a Radar Warning Receiver, an Ultraviolet and Doppler Missile Approach Warning System, infrared jammers and chaff and flare dispensers.

The Chinook is a very capable and versatile support helicopter that can be operated in many diverse environments ranging from cold weather 'arctic' conditions to desert warfare operations.

It has been involved in most of the recent UK operations including the Falklands Conflict, the Gulf War, peace keeping in Bosnia, Kosovo operations, operations in Iraq and, currently, in Afghanistan.



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Chinook flight time: 12.36



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For further information visit:
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CHINOOK



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NIMROD

The Nimrod is the only jet powered maritime patrol aircraft in military service and offers the advantages of speed and height in transit, whilst still being capable of operating for long on-task periods. The Nimrod MR1 entered service in 1969 and was upgraded to MR2 standard in the late 1970s with a significant upgrade to the Mission System.

The Nimrod is used in four main roles: Anti Submarine Warfare (ASW), Anti-Surface-Unit Warfare (ASUW), Intelligence and Communications Support and Search and Rescue (SAR). Offensive weapons include sting ray torpedoes (for use in ASW and ASUW roles) and for self-defence the Nimrod is fitted with Defensive Aids systems and may be armed with four wing-mounted Sidewinder air-to-air missiles.

Peacetime work includes worldwide surface and sub-surface surveillance and the maintenance of a permanent standby for UK and overseas operations or SAR in support of the Aeronautical Rescue Coordination Centre.

The Nimrod MR2 has also provided a continual presence in the Middle East since late 2001. In that time, employment of the aircraft has evolved to take on an additional range of non-traditional tasks, including overland Electro-Optic IMINT (Image Intelligence) surveillance of Iraq and Afghanistan, and IMINT and communications support to coalition ground troops. The Nimrod MR2 will continue in service until it is replaced by the MRA4, which is expected to enter service around 2011.

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



201 Squadron: 12.46



Nimrod

Clegg Gifford are proud to support the R.A.F.A. Battle of Britain Air Display



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RED ARROWS

Everyone knows and loves The Red Arrows and for many their aerobatic performance is the highlight of the Guernsey Battle of Britain Air Display, demonstrating the professional excellence of the RAF.

All nine Red Arrows pilots are volunteers and fast jet pilots from frontline RAF squadrons. 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 and get on together.

Each display pilot stays with the Team for a three-year tour and by changing three pilots each year the experience level within the Team is optimised.

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 and allows a top speed of Mach 1.2. Maximum altitude is 48,000ft and fuel capacity gives a range of 1,000nm. The Red Arrows aircraft are modified with a smoke generation system - which pumps diesel mixed with coloured dye into the jet exhaust to produce the vapour trails that enhance visual effect and flight safety, allowing

five minutes
of white smoke, one of red
and one of blue - and a slightly uprated
engine to give a faster response time.



Red Arrows: 12.52

For further information visit:
www.rad.mod.uk/reds



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Battle of Britain WINGS APPEAL 2009

Battle of Britain (Wings Appeal) Week
2009

Saturday 5 September, 8pm, St James
Tribute in Brass featuring the Guernsey Concert
Brass. Tickets £9, senior citizens £6, restricted
view £4, call St James on 711361

Monday 7 September, 10am, Town Church
The Mile of Pennies unit at the east side of the
Town Church is officially opened.

Thursday 10 September, 10.30am,
Old Government House Hotel
Coffee morning and raffle with a good vantage
point for watching the Air Display.

Thursday 10 September, 11am – 1.15pm,
Battle of Britain Air Display

Saturday 12 September
Kinloss Pipes and Drums march through
St Peter Port from 11am, starting from
the Weighbridge Taxi Rank to the Mile of
Pennies unit situated at the Town Church.

Saturday 12 September, 2.30pm, The
Track, Victoria Road
201 Karting Challenge, 9-11am, call 07781
157197 for more information.

Sunday 13 September, 10.30am, Town
Church
Battle of Britain Commemorative Service,
preceded by an inspection of 201 (Guernsey's
Own) Squadron standard, the RAFA standard

and those of other ex-service and youth
organisations.

Friday 18 September, 9pm, RAFA
Headquarters
The Battle of Britain draw will take place at the
Gremlin club, Fosse Andre.

Sunday 18 October, Duke of Richmond
Hotel
RAFA Fashion show, given by Alpha Fashions,
and Sunday lunch. Tickets from Muriel Le Page
on 239140.

Raffle prizes would be gratefully accepted for
the Battle of Britain (Wings Appeal) events
and should be deposited at the Gremlin club,
Fosse Andre, for the attention of the Honorary
Secretary

How to make a donation

Please recognise the service and sacrifices of
our current and former servicemen and women
by giving generously to the Royal Air Forces
Association Wings Appeal in any of the following
ways:

- collecting buckets throughout St Peter Port
today and in hotels, pubs and restaurants
- Mile of Pennies caravan by the Town Church
- send a donation by cheque made payable to
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Battle of Britain

THE FUTURE

Air Display

The Battle of Britain, fought in the skies above the English Channel and England between 10 July and 31 October 1940, is the most important event in Royal Air Force history. During those long hard months, the pilots and servicemen of the Royal Air Force selflessly and unquestioningly put their lives at risk to defend Britain from invasion by Germany.

Winston Churchill, the then Prime Minister, was responsible for both the epithets of the Battle of Britain and the description by which the participating pilots and aircrew were forever called The Few. The Few were 2,353 young men from Great Britain and 574 from overseas, 544 of whom lost their lives in the Battle of Britain flying in the name of the greatest civil liberty of all...freedom.

Guernsey marks the anniversary of the Battle of Britain every year with its own Battle of Britain Air Display to commemorate and reflect upon the unwavering courage and bravery of all who took part in the Battle of Britain. It is also an occasion whereby today's adult generation can execute their responsibility to continue to educate the children of today on the importance of the Battle of Britain – why and how it happened, the ultimate sacrifice 544 young men made and why freedom must be respected and honoured by succeeding generations.

The Battle of Britain Air Display is made possible by the commitment and funds from the Battle of Britain Consortium, made up from both private and public sector organisations in Guernsey. The Display attracts tourists to the Bailiwick and hotels island-wide enjoy high occupancy levels through to the middle of September due to the Air Display and the Battle of Britain Week events.

2010 will mark the 70th anniversary of the Battle of Britain and planning is already underway to make next year's Air Display the largest to date.

The future of the Battle of Britain Air Display will be uncertain unless new Consortium members are recruited. If, due to lack of funding, the Battle of Britain Air Display is not held, Guernsey will lose forever the emotive sight of participating historic aircraft such as the Spitfire and the Hurricane (Battle of Britain Memorial Flight) and also the spectacle and aerobatic brilliance of the Red Arrows.

The Battle of Britain Air Display needs you – the businesses and individuals of the Bailiwick of Guernsey. If you are interested in becoming a Consortium member, please call either Alex or Natalie at The Guernsey Event Company on 728686.



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