

2015 Guernsey

AIR DISPLAY



75th anniversary

75

the Battle of Britain



Proud to be part of Battle of Britain Week

Thursday 10 September 2015

11.00am to 1.15pm

Support where it matters

PwC Channel Islands are delighted to support the 2015 Guernsey Air Display.



pwc

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Foreword by His Excellency Air Marshal Peter Walker CB CBE

Aviation plays a very important part in our everyday lives, from the delivery of our newspapers and mail to the essential travel that gives us access for business and family members.

This Annual Air Display is an opportunity to see aircraft and piloting skills that recall the development of aviation and of a different era; in particular we remember the Battle of Britain that was taking place over the skies of England 75 years ago.

This important Battle was the start of the fight back by the UK and her many allies and followed from the humiliation of the retreat from France and the occupation of the Channel Islands.

Over 25% of the aircrew who fought in the Battle of Britain were not British; they came from all over the World, not just from what is now the Commonwealth, but from occupied Europe, from the USA, Iceland and Palestine.



The RAF was not alone, the Army and the Navy played a significant part, and this endeavour was a true alliance of people determined to stop the advance of Fascism and regain the freedom which we enjoy today.

Thus this week we have already unveiled the Allied Aircrew Memorial at Guernsey airport in recognition of all those who lost their lives in the cause of freedom in local waters, and as we enjoy today, we will continue to remember them, and all the pioneers of aviation who set the standards for flying that are so much part of our modern lives.

2015 Guernsey



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WELCOME

2015 Guernsey



The Guernsey Air Display, the climax of Guernsey's annual Battle of Britain Week, is epitomised by the brilliant red of the distinctive BAE Systems Hawk T1 jets that are the Royal Air Force's Aerobatic Team – the Red Arrows.

As Squadron Leader David Montenegro, Red 1, says "The Red Arrows showcase the excellence of the Royal Air Force and the determination, professionalism and skills on display are not just hallmarks of the Service today but were the qualities that proved decisive in the Battle of Britain 75 years ago."

And it is the selfless bravery and courage of the Royal Air Force's pilots and air crew who are honoured and remembered during Battle of Britain Week and especially with the Guernsey Air Display on Thursday 10 September 2015.

Winston Churchill, then the Prime Minister of the United Kingdom, addressed the

House of Commons in August 1940 and spoke the unforgettable words of "Never in the field of human conflict was so much owed by so many to so few." Pilots who fought in the battle have been known as The Few ever since; at times being specially commemorated on "Battle of Britain Day, the 15th September.

Battle of Britain Day is celebrated on the second Thursday in September in the Channel Islands.

Enjoy today's Air Display and give as generously as you can to Royal Air Forces' Association Wings Appeal, the ongoing fundraising campaign that raises vital funds needed to support serving and ex-RAF personnel and their families, whatever and whenever their need.

Whether it's an injured airman fighting to get back onto his feet, a young child missing their parent away on overseas operations or a WWII veteran needing a shoulder to lean on, RAFA is there to help.

Wings Appeal fundraising is recognised by the wing emblem that RAFA uses on its fundraising appeals.

Your donation during Guernsey's Battle of Britain Week will make a difference.



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The Guernsey Air Display can only take place and remain free to the public due to the continued and generous commitment and support of a number of local organisations who come together under the title of The Guernsey Air Display Consortium.



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The Royal Air Forces Association
The charity that supports the RAF family

ROYAL AIR FORCES Association
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The Guernsey Air Display, the pinnacle of Guernsey's Battle of Britain Week, helps to raise money for the Royal Air Force Association. The RAF Association is a membership organisation and registered charity that provides welfare support to the RAF family.

The following are highlights of the RAF Association's key achievements in 2014 as published in its 2014 annual review:

2,200

The RAF Association helped over 2,200 people enjoy a much needed holiday throughout 2014 at its Wings Breaks Hotels

2,000

It released over 2,000 welfare grants in 2014 – that's an average of 40 per week!

100,000

In 2014, the RAF Association's network of volunteer officers made over 100,000 visits and calls offering personal support to meet the needs of each individual

77p in the £

For every pound received in 2014, 77p was spent on welfare supporting the RAF family

£495,000

The RAF Association helped secure claims of more than £495,000 through the War Pensions Scheme and Armed Forces Compensation Scheme

3,774

The RAF Association welcomed 2,774 new members in 2014 – the highest number it has recruited since 2010

900

900 flying hours were awarded to Air Cadets through the RAF Association Flying Scholarships

£9 MILLION

The RAF Association raised over £9 million in 2014

2,600

In 2014, the RAF Association's Storybook Wings initiative grew the number of children that it helps to cope with separation from their parents to 2,600

FREE WIFI

In 2014, the RAF Association agreed with the Royal Air Force to install free Wi-Fi into 6 RAF stations in 2015 – helping friends and families to keep in touch

"2015 is the 75th anniversary of the Battle of Britain, and the (RAF) Association is leading the nation's thanks. Our approach is recognise the Many who supported the Few and ensure that all those who played a part in the Battle of Britain, in whatever role, are at the forefront of our commemorations."

Air Marshal Sir Dusty Miller KBE, President, Royal Air Forces Association

1 Hitler wanted to invade Britain in 1940

Adolf Hitler had expected the British to seek a peace settlement after Germany's defeat of France in June 1940, but Britain was determined to fight on. Hitler ordered his armed forces to prepare for an invasion of Britain – codenamed Operation 'Sealion'. The Germans needed to first secure control of the skies over southern England and remove the threat posed by the Royal Air Force (RAF).

2 The Battle of Britain saw the RAF take on the German Air Force

The Battle of Britain was ultimately a test of strength between the German Air Force (Luftwaffe) and the RAF. In July 1936, RAF Fighter Command was established under the leadership of Air Marshal Sir Hugh Dowding. Germany had been banned from having an air force after the First World War but the Luftwaffe was re-established by the Nazi government and by 1940 it was the largest and most formidable air force in the world.

3 The British had developed a highly effective air defence network

The British developed an air defence network that would give them a critical advantage in the Battle of Britain. The Dowding System brought together technology, ground defences and fighter aircraft into a unified system of defence.

4 There were several phases to the Battle of Britain

The Battle of Britain took place between July and October 1940. The Germans began by attacking coastal targets and British shipping operating in the English Channel. They launched their main offensive on 13 August. During the last week of August and the first week of September the Germans intensified their efforts.

On 7 September, the Germans shifted the weight of their attacks away from RAF targets and onto London. On 15 September Fighter Command repelled another massive Luftwaffe assault, inflicting severe losses that were becoming increasingly unsustainable for the Germans.

5 Not all the pilots were British

Nearly 3,000 men of the RAF took part in the Battle of Britain. While most of the pilots were British, Fighter Command was an international force.

Many of the RAF's aces were men from the Commonwealth and the highest scoring pilot of the Battle was Josef František, a Czech pilot flying with No. 303 (Polish) Fighter Squadron.

6 'The Few' were supported by many

Ground crew looked after the aircraft. Factory workers helped keep aircraft production up. The Observer Corps tracked incoming raids. Anti-aircraft gunners, searchlight operators and barrage balloon crews all played vital roles.

Members of the Women's Auxiliary Air Force (WAAF) served as radar operators and worked as plotters, tracking raids in the group and sector operations rooms.

7 All of the RAF helped defend Britain

The RAF was organised into different 'Commands' based on function or role, including Fighter, Bomber and Coastal Commands. While victory in the Battle of Britain was decisively gained by Fighter Command, defence was carried out by the whole of the Royal Air Force.

8 The Battle of Britain was a defensive victory for Britain

Although Fighter Command suffered heavy losses and was often outnumbered during actual engagements, the British out-produced the Germans and maintained a level of aircraft production that helped them withstand their losses.

Germany's failure to defeat the RAF made invasion all but impossible. British victory in the Battle of Britain was decisive, but ultimately defensive in nature – in avoiding defeat, Britain secured one of its most significant victories of the Second World War.



This is an extract from an article written by Jessica Talarico on www.iwm.org.uk

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Castle Cornet image courtesy of VisitGuernsey.



DISPLAY INFORMATION

IMPORTANT INFORMATION ABOUT THE DISPLAY

From Barry Neal, Guernsey Air Display Director & Organiser

SPECTATORS

Everyone's safety is our primary concern, and we make every effort to reduce the risk from the display to as low a level as reasonably practical, recognising that flying always has an element of risk.

In the unfortunate event of an incident, please obey any instructions issued by Emergency Services' personnel, Harbourmaster's staff, and/or other personnel acting in an official capacity. Every effort must be made to allow access to incident sites.



BOAT OWNERS

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 then 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.

An Air Display Safety Zone will be published in the local press by the Harbourmaster nearer the time and all boat owners are asked to take note of the detail.



Celebrating the 75th anniversary of The Battle of Britain

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The CGI is proud to support the Guernsey Air Display



BBMF

The Royal Air Force Battle of Britain Memorial Flight (RAF BBMF) operates from RAF Coningsby in Lincolnshire. It is a source of national pride, an example of the nation's resilience and indomitable spirit in the face of adversity.

The Lancaster, Hurricane and Spitfire are regularly seen at events commemorating World War II, upon British State occasions, notably the Trooping of the Colour, celebrating the Queen Elizabeth's birthday and at air displays throughout the British Isles and Europe. HRH Prince William, Duke of Cambridge is Patron.

DISPLAY TIME: 11.05



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Specifications

- Manufacturer - Avro
- Crew - 7
- Height - 6.25m
- Length - 21.13m
- Max Speed - 287mph
- Range - 1,660 miles
- Powerplant - 4954.5KW/1,280hp Rolls Royce
- Merlin 24s, 12 cylinder Vee engines
- T/O Weight - 32,727kg
- Armament - x10 0.303 in machine guns 14-22,000lb bombs max

The PA474 Lancaster

The PA474 Lancaster flying today, is one of only two Lancaster's remaining in airworthy condition. The Lancaster was primarily a night bomber but boasted other talents including daylight precision bombing and gained worldwide fame as the 'Dam Buster' in the Operation Chastise raids on the German Ruhr Valley Dams in 1942.

The Lancaster became the most famous and successful of the WWII bombers delivering 60,612 tonnes of bombs in 156,000 sorties.



BBMF CONTINUED...

Spitfire

The Spitfire is a classic fighter aircraft and fought in every operational theatre of WWII. It played a major role in the Battle of Britain being used to back-up the Hurricane as a counter to the German escort fighters whilst the Hurricane squadrons attacked the bombers.

20,400 Spitfires of 24 variants were built and remained in production for 12 years, a greater number than any other British Combat aircraft produced before or since WWII.



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Specifications

- Manufacturer - Supermarine
- Crew - 1
- Wingspan - 11.23m
- Length - 9.11m
- Max Speed - 369mph
- Range - 405 miles
- Powerplant - x1 Rolls-Royce Merlin 11 cylinder Vee liquid cooled engine
- T/O Weight - 2,799kg
- Armament - x8 Browning .303 machine guns or x2 20mm cannon & x4 Browning machine guns

DISPLAY TIME: 11.05



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The successful and adaptable design of the Spitfire enabled it to establish and maintain a superiority.

By the end of its development the engine power, maximum take off weight and rate of climb had more than doubled; the fire power had increased five-fold and its maximum speed had increased by a third; all essentially in the same air frame.

BBMF CONTINUED...

Hurricane

The Hurricane was designed and built for war and was at the forefront of Britain's defence in 1939 - 1940 playing a major part in achieving victory in 1945. Seven in ten German planes were destroyed by Hurricane pilots during the Battle of Britain.

A total of 14,533 aircraft were built and served everyday operationally throughout hostilities.



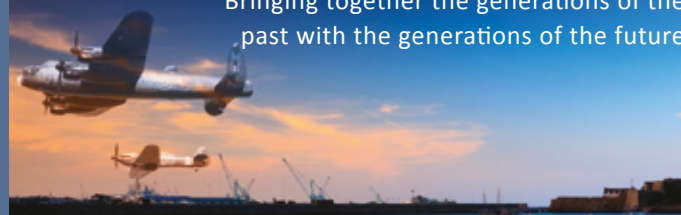
Specifications

- Manufacturer - Hawker
- Crew - 1
- Height - 4m
- Length - 9.82m
- Max Speed - 307mph
- Range - 600 miles
- Powerplant - x1 Rolls Royce Merlin XX 12 cylinder liquid cooled engine
- T/O Weight - 3,950 kg
- Armament - x12 0.303 Browning machine guns & x2 250 or 500lb bombs, or x8 rocket projectiles

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"Never in the field of human conflict was so much owed by so many to so few."
Winston Churchill, House of Commons, August 1940

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Celebrating the 15th anniversary of The Battle of Britain



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STEARMAN PT17 KAYDET (WING WALK DISPLAY)

DISPLAY TIME: 11.21

Age is no barrier to Tom Lackey, a former builder, who took up wing walking at the age of 80. Now in his 96th year, Tom has no less than 13 Guinness World Records including being the oldest wing-walker, the oldest man to cross the Irish Sea and the oldest man to do a loop-the-loop on the wing of aircraft.

The nonagenarian daredevil has never believed in the word "impossible" and has now completed 37 wing walks, each one to raise money for charity. He took to the skies after the death of his beloved wife, Isobel and he carries a picture of her on every flight. "She comes with me every time I go up in the air. I have been doing these stunts to keep her memory alive. She was a wonderful person"



Specifications

- Manufacturer - Stearman/Boeing
- Crew - 1 or 2
- Height - 2.79m
- Length - 7.63m
- Max Speed - 124mph
- Range - 505 miles
- Powerplant - x1 Continental R-670-5 7 cylinder radial delivering 220 horsepower
- T/O Weight - 1232kg
- Armament - None

Tom uses the help of a cherry picker to get on and off the Boeing Stearman bi-plane which is piloted by Mike Dentith who has flown with Tom on all of his wing-walks.

The Stearman (Boeing) Model 75 was used a military trainer aircraft of which more than 10,500 were built in the United States during the 1930s and 1940s. Stearman Aircraft became a subsidiary of Boeing in 1934.

Following the end of World War II, thousands of surplus Boeing Stearman bi-planes were sold on the civilian market. In the immediate post-war years, they became popular as crop dusters, sports plans and for aerobatic and wing walking use in the air shows.

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Alister Kay is in his 26th year of display flying and as well as flying the RV8 he can often be seen displaying both Spitfire MH434 and P-51D Mustang Ferocious Frankie.

DISPLAY TIME: 11.30



Andy Hill is an airline captain, test pilot and currently formation instructor of the Jet Provost, Extra 300 and Bulldog as well as in the past the Harrier GR7.

Specifications

- Manufacturer - Van's Aircraft
- Crew - 1 and 1 passenger
- Height - 1.71m
- Length - 6.46m
- Max Speed - 230mph
- Range - approx. 1000 miles
- Powerplant - x1 Lycoming O-320, O-360 or IO-360
- fixed pitch
- T/O Weight - 815kg
- Armament - None

The RV-8 is a high performance aerobatic, two-seater homebuilt kit aircraft. The RV range covers eight similar models and 7,000 are flying worldwide, 230 of which are in the UK.

The RV is much more versatile than other expensive factory built aircraft. It has a very short landing and take-off performance that means it can land at small airstrips or farm fields. Thanks to a combination of excellent views from the cockpit and quickly responding controls the formation display can be flown only a few feet apart.



terra firma

We are pleased and proud to give our support to The Guernsey Air Display 2015 and the 75th anniversary of the Battle of Britain



GUERNSEY AIR DISPLAY PROGRAMME 2015

2015 Guernsey
**AIR
DISPLAY**



BBMF: 11.05am

WINGWALKER: 11.21am



RV8TORS: 11.30am



SEAFIRE: 11.43am



P-51D MUSTANG: 11.52am



WILDCATS: 12.02pm



STRIKEMASTER: 12.14pm



**STRIKEMASTER: 12.25pm
& PITTS S2S FORMATION**



PITTS S2S: 12.28pm



TEAM RAVEN: 12.39pm



SAFETY BUFFER 5MINS



RED ARROWS: 12.54pm

Please note timings are subject to change up to and including the day of the display



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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, the name being derived from abbreviating the longer name 'Sea Spitfire'.

Developed for carrier use, the Seafire incorporated changes including an arrestor 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.

DISPLAY TIME: 11.43



Specifications

- Manufacturer – Westland Aircraft Ltd
- Crew – 1
- Height – 3.86m
- Length – 9.21m
- Max Speed- 359 mph
- Range – 513 miles
- Powerplant – x1 Rolls Royce Griffon VI
- T/O Weight – 3565kg
- Armament – x2 20mm Hispano Cannons and 4 x 7.7m Browning machine guns in wings or 4 x 20mm Hispano Cannons in wings

Like the Spitfire, the Seafire had a narrow undercarriage track and therefore was not well suited to deck operations. It suffered from an aft centre-of-gravity position due to the addition of heavy carrier equipment and this made low speed control difficult, resulting in gradual stall characteristics that meant it was hard to land accurately on the carrier.

As a result of these characteristics the Seafire had a very high accident rate.

The Seafire achieved prestigious battle honours and served with the Fleet Air Arm until the jet age. The aircraft flying today is the Kennet Aviation Seafire XVII, G-KASX and is currently the only airworthy Seafire on the UK register and one of only two flying worldwide.

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P-51D MUSTANG

DISPLAY TIME: 11.52

The North American Aviation P-51 Mustang was the most successful long-range, single-seat fighter and fighter-bomber of World War II, however it was not an instant success.

Designed for the British in only 120 days to meet their requirement to purchase more fighters, the first Mustangs were built with Allison engines which whilst performing remarkably at low altitudes, were considered under-powered at higher altitudes. In 1942 Rolls Royce Merlin engines were tested and the aircraft was transformed. This near perfect marriage of



engine and aircraft made the 1944 P-51D, with its bubble canopy and six-guns, one of the most iconic and potent fighters of all time.

The P-51D's range was an incredible 2,055 miles, thanks to its huge fuel capacity of 1,000 litres internally and 815 litres in drop tanks. Equally impressive as a level maximum speed of 437mph at 25,000 feet, a maximum diving speed of 505mph and a service ceiling of 41,900 feet.

The Mustang performing today is Ferocious Frankie, operated by the Old Flying Machine Company at Duxford. It is an immaculate 1944 Mustang with a 1,760 horsepower Merlin engine and has appeared in five Hollywood blockbusters.

Specifications

- Manufacturer - N. American Aviation
- Crew - 1
- Height - 4.16m
- Length - 9.83m
- Max Speed - 505mph
- Range - 2,055 miles
- Powerplant - Rolls Royce Merlin 724-1C, V12, 27 litres, 1,760hp
- T/O Weight - 9,200lb
- Armament - x6 0.5" machine guns, x2 hardpoints for max 2,000lb of bombs, x10 5" rockets

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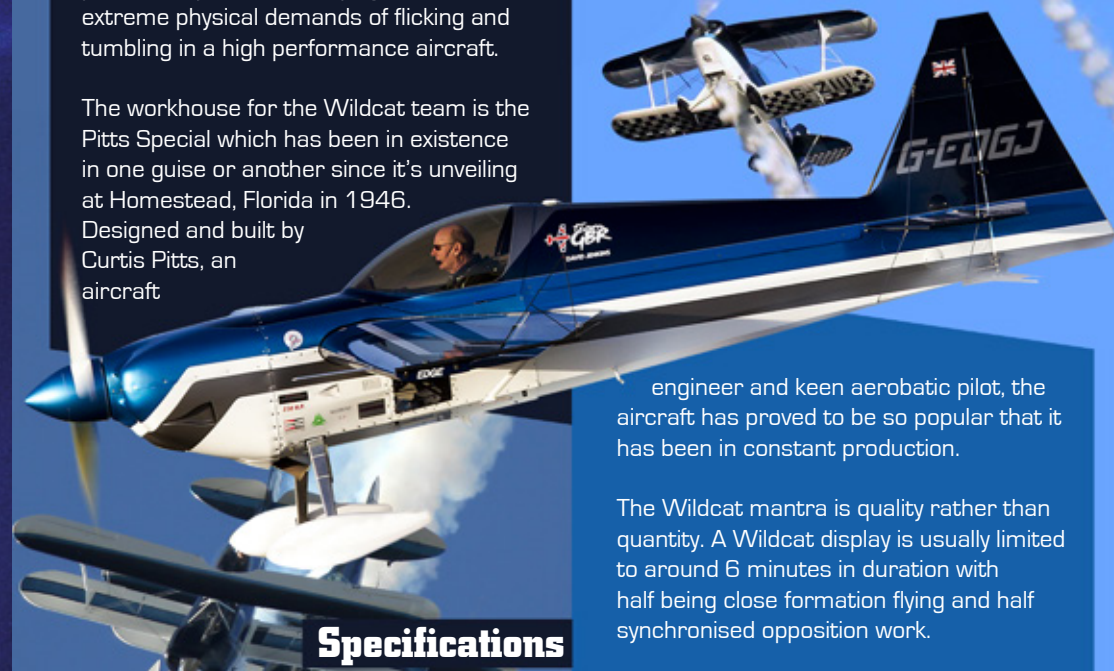


WILDCAT AEROBATICS

DISPLAY TIME: 12.02

Wildcat Formation was conceived in late 2010 when three like-minded pilots were introduced by a former Red Arrows pilot who recognised their synergy and potential. Over the years, the team has developed an exciting choreographed airshow act that combines unbelievably close formation aerobatic manoeuvres, precision synchronised flying and the extreme physical demands of flicking and tumbling in a high performance aircraft.

The workhouse for the Wildcat team is the Pitts Special which has been in existence in one guise or another since its unveiling at Homestead, Florida in 1946. Designed and built by Curtis Pitts, an aircraft



engineer and keen aerobatic pilot, the aircraft has proved to be so popular that it has been in constant production.

The Wildcat mantra is quality rather than quantity. A Wildcat display is usually limited to around 6 minutes in duration with half being close formation flying and half synchronised opposition work.

There are three formation positions for the Wildcat pair:

- Line abreast – where the two biplanes are 'nose to nose' like in a horse race
- Line astern – where Wildcat 2 effectively chases Wildcat 1 around the sky
- Echelon – the formation looks like a dart, from "fleche", dart in French or Fletcher, a maker or arrows in Old English.

Specifications

- Manufacturer – Christen Industries, Inc., Afton Wyoming
- Crew – 1 or 2
- Height – 2.02 m
- Length – 5.71 m
- Max Speed – 210 mph
- Range – 319 miles
- Powerplant – x1 260 hp (194 kW) Textron Lycoming AEIO-540-D4A5 flat-six engine.
- T/O Weight – 737 kg
- Armament - None

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STRIKEMASTER

DISPLAY TIME: 12.14

The Strikemaster was developed following the export success of the Jet Provost and to meet demand for an aircraft that could perform both training roles and light attack duties, that was affordable to smaller nations and would thrive in the export market.

It was widely used by third-world nations due to its capability to operate from rough air strips and dual ejection seats suitable for low-altitude escape.

A total of 146 aircraft were built and ordered by Saudi Arabia, South Yemen, Oman, Kuwait, Singapore, Kenya, New Zealand and Ecuador.

The BAC 167 Strikemaster is essentially an armed version of the Jet Provost T Mk 5 and was first flown on 26 October 1967. Modifications included an uprated engine, wing hardpoints, a strengthened airframe, new communication and navigation gear, uprated ejection seats, a revised fuel system, shortened landing gear and a revised fuel system including conformal fuel tanks on the wing tips.

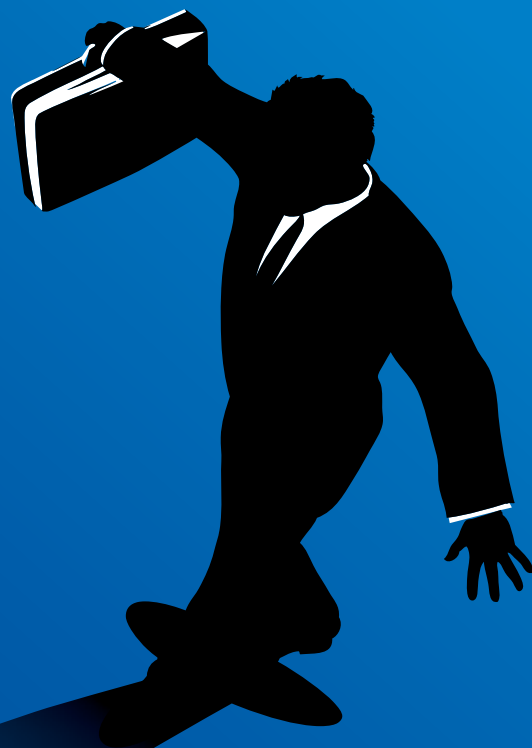
Specifications

- Manufacturer -
- Crew - 2
- Height - 3.34m
- Length - 10.27m
- Max Speed - 518mph
- Range - 1,382 miles
- Powerplant - x1 Rolls Royce Viper MK.535 Turbojet engine
- T/O Weight - 5,215kg
- Armament - 2 x 7.62mm FN Internal Machine guns

The aircraft was marketed as a light attack, or counter-insurgency aircraft, but most large-scale purchasers were air forces wanting an advance trainer.

The British Civil Register recorded a total of 7 Strikemaster's still in civil operation in February 2014.

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PITTS S2S

The Pitts Special is a series of light aerobatic biplanes designed by Curtis Pitts in 1943 and 1944 which has accumulated many competition wins since its first flight in 1944. The current Pitts S2 still remains close to the original in concept and design.

The larger sized S2S is much more visible for competition aerobatics and is a great air show performer with its impressive smoke system. Improving on the 200hp of the Pitts S2A, the S2S is powered by a 260hp six cylinder Lycoming engine which has more of a growl than its predecessors and enables the S2S to draw longer vertical lines.

It has symmetrical wings and four symmetrical ailerons, with spades on the

© Dave Grubb

Specifications

Manufacturer -
Crew - 1
Height - 1.94m
Length - 5.41m
Max Speed - 203 mph
Range - 405 miles
Powerplant - Textron Lycoming AEIO-540-D4A5
T/O Weight - 680kg
Armament - None

DISPLAY TIME: 12.25



lower set to help reduce stick force in a roll and is a unique single-seat, twin tank version of the classic Pitts Special aerobatic biplane that first flew in 1977, before being certified in June 1981.

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TEAM RAVEN

Team Raven are a formation aerobatic display team. They are the phoenix to the disbandment of Team Osprey and Team Viper and formed in May 2014.

The Ravens fly a mix of Van's RV aircraft including one RV4 and four RV8s, all of which are self-build aircrafts, although only Ravens 2 and 4 were self-built by the Raven team.

The RV8 series was designed as an improvement of the RV4 and first flew publically in 1995. The RV8 frame accepts larger engines than the RV4 and using the standard Lycoming io-360 180hp

DISPLAY TIME: 12.39



engines coupled with a large 42 gallon fuel capacity, allows for a long range and high cruise speeds, so long distances can be covered easily.

The RV8 also has increased wingspan and wing area over the RV4 as well as more room in the cockpit.

The choice of aircraft is down to the vision of Raven, Steve Lloyd, who having bought an RV4 in 2008 declared that "these things are the future of affordable performance light aviation".

The Team name 'Raven' came from a play on the letters 'RV' and makes more sense if written 'RaVen' as per the badge on the sides of the aircraft fuselages.

Specifications

- Manufacturer - Van's Aircraft
- Crew - 1 and 1 passenger
- Height - 1.71m
- Length - 6.46m
- Max Speed - 230mph
- Range - approx. 1000 miles
- Powerplant - x1 standard Lycoming io-360, 180hp engine
- T/O Weight - 815kg
- Armament - None



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RED ARROWS

2015 marks the 51st display season of The Royal Air Force Aerobatic Team, The Red Arrows. This year the squadron is commanded by Wing Commander Martin Higgins and led by a new Red 1, Squadron Leader David Montenegro.

Each of the nine display pilots have previous fast jet operational experience flying the Tornado or the Typhoon in frontline RAF squadrons and following a three year tour with the Red Arrows will return to RAF duties.

To apply for selection pilots must have competed a front line tour, have a minimum of 1,500 flying hours and be assessed as above average in their flying role before completing a thorough selection process

DISPLAY TIME: 12.54



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including a gruelling flying test, formal interview and assessments of their personal qualities, as it is vital that the pilots trust each other.

Reds 1-5 form the front section and are known as 'Enid' with Reds 6-9 making up the rear section. Reds 6 and 7 are the Synchro Pair, performing the highly popular opposition manoeuvres.

The dual control BAE Systems Hawk T1 has been used by the Red Arrows since 1979 and has a new look for 2015 – a Union flag inspired tailfin that emphasises the team's role as an ambassador for the United Kingdom.

The Red Arrows had completed 4,660 displays in 56 countries by the start of the 2015 season.

Specifications

- Manufacturer – BAE Systems
- Crew – 1-2
- Height – 3.99m
- Length – 11.96m
- Max Speed – 622mph
- Range – 1,151 miles
- Powerplant – x1 Rolls Royce/Turbomeca Adour MK 151 turbofan
- T/O Weight – 8,569kg
- Armament – None

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A K F M R E A C F I R
W A A T A C D N I R R
G M D R I L U S E E A
N S T T I P T P E N D
I F S W L E S C A G E
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Can you find the following ten names:

- LANCASTER
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- HURRICANE
- WINGWALKER
- SEAFIRE
- MUSTANG
- WILDCATS
- VAN RV
- PITTS
- RED ARROWS

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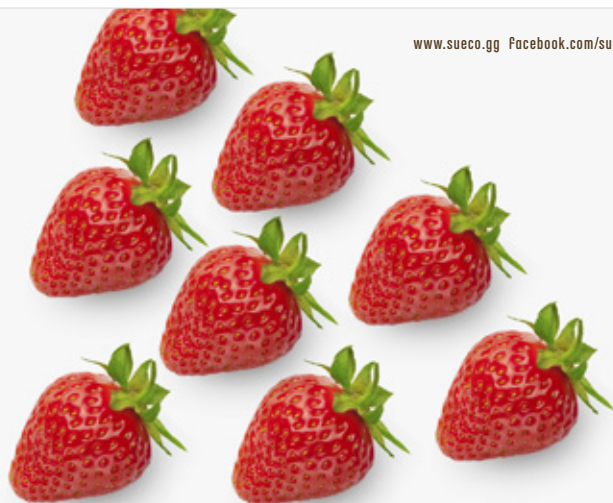
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