

The Royal Air Force Benevolent Fund's

# International Air Tattoo 87



**RAF FAIRFORD 18-19 JULY**





# SKYLIFT

## WINGS OF PEACE

World's First  
Military Air

# 87

International  
Transport Meet

The reputation of International Air Tattoo (IAT) is firmly established in many countries throughout the world for its biennial international air display and also for the military aircraft "Meet" which creates the theme for this renowned event and highlights on each occasion a particular aspect of air power. Since 1981, theme "Meets" have featured maritime patrol, search and rescue, strike, attack, reconnaissance and in-flight refuelling. The capabilities of both fixed and rotary wing aircraft have been demonstrated and Heli-Meet International has earned its own special place in the helicopter world for its demanding flying and ground competitions which are a severe test of the skills of the aircrews. Other Meets have been dedicated to particular aircraft such as the Hawker Hunter, Lockheed C-130 Hercules and McDonnell Douglas F-4 Phantom. The air arms of some 30 nations have attended "Meets" which are occasions for the exchange of information amongst participants and between operators and industry.



**USAF Lockheed C-5A Galaxy, one of the world's largest military aircraft**

After many years at RAF Greenham Common IAT moved in 1985 to RAF Fairford where IAT 85 with the theme of SKY TANKER 85, maintained the unique style and high standard for which the event is so well known. At RAF Fairford, International Air Tattoo 87 is presented to the same pattern as in the past.

Once again, IAT has adopted a theme which demonstrates a particular aspect of air power. "SKYLIFT 87"—the world's first truly International Military Air Transport Meet—illustrates a vital role of air arms which is essentially non-offensive and is widely engaged throughout the world in humanitarian and relief operations.

The themes featured at previous Tattoos have been well supported internationally by the Armed Forces and recognised by the participants as valuable training exercises. Each provided an unprecedented opportunity for an auspicious gathering of professionals in a specialised field.



**C-130 Hercules Meet at IAT 79**

SKYLIFT 87 has created an atmosphere of international friendship, goodwill and understanding. It has brought together aircraft and crews from many parts of the world and promoted the exchange of views, experience, information and techniques between participants and with industry.

The Meet has offered a unique learning opportunity to operational staff and aircrew often required to operate in many diverse relief roles resulting from earthquake, volcanic eruption, flood, typhoon, or even revolution or hi-jack. The sharing of experience and knowledge of this application of military air resources—"Wings of Peace"—will be to the benefit of all participants.

One of the main features of the Meet was a full day symposium at which the delegates were able to discuss operational techniques and hear presentations by experts on aeronautical research and technology and developments in propulsion systems. This was complemented by the SKYLIFT Exhibition at which examples of modern technology were on display.

A day of ground competitions involved both air and ground crew in tests relevant to the operation of aircraft and demanding skill, initiative, determination and stamina from the participants. Trophies were awarded for various categories in the competitions. These were presented at a ceremony following the SKYLIFT 87 Dinner which was the last formal event of the Meet.

The aircraft brought to SKYLIFT 87 from four continents are now on display in a special line up at IAT 87. The crews are standing by their aircraft to meet members of the general public and will be pleased to answer questions and perhaps explain some of the technical aspects of air transport operations.



**Luftwaffe C-160 Transall**

### SKYLIFT 87 TROPHIES

Lloyds Bank Trophy	Crew which travelled the greatest distance to attend
Rolls-Royce Trophy	Best aircraft recognition by UK entry
Rolls-Royce Trophy	Best aircraft recognition by overseas entry
TBC Trophy	Best ground exercise by UK entry
Flight International Trophy	Best ground exercise by overseas entry
Victoria Wine Trophy	Best on the range—skill at arms
Lloyds Bank Trophy	Overall Winner—ground competitions
Victoria Wine Trophy	Highly Commended—Concours d'Elegance
Stradling Trophy	Special Mention—Concours d'Elegance
Page Aerospace Trophy	Winner—Concours d'Elegance
Graviner Trophy	Spirit of the Meet



*The USAF's giant C-5 Galaxy jet transport is the West's largest aircraft. Operated by Military Aircraft Command (MAC), it is almost as long as a football pitch, as high as a six-storey block of flats and has a cargo compartment about the size of an eight-lane bowling alley. IAT was recently invited to join a Galaxy flight to find out how this Skylift Giant makes such an important peacetime contribution in support of NATO and to the civilian communities when emergencies occur. Our reporter takes a look at . . .*

## THE BIG MAC

Everything about the Lockheed C-5 and its operation is on an exceptional scale. On the day of my flight from RAF Mildenhall, Suffolk, take-off was scheduled for 09.30 hr, yet the crew had to be up at 05.00 hr, to give them enough time to ready the aircraft for the trip to Germany. While the pilots attended to the flight plan, weather reports and other clearances, I accompanied the rest of the crew to the aircraft. On the apron in front of the MAC terminal our Galaxy 80214 dwarfed a C-141B Starlifter parked alongside. After making the long climb up to the front access door I was able to look down the cavernous fuselage. The 110,000lb of palletised general cargo, that had come on board at Dover AFB, Delaware the previous day, was being checked by the five loadmasters assigned to this flight. SMS Joseph Clay explained that the loadmasters have the responsibility for supervising the loading and unloading of all cargo and passengers as well as the calculation of the aircraft's centre of gravity and take-off weight. He detailed the impressive statistics—the Galaxy's maximum take-off weight of 769,000lb allowing it to carry virtually any piece of the US Army's combat equipment including the 74 ton mobile scissors bridge, tanks, self-propelled artillery equipment and helicopters. For civilian relief after typhoon Iwa hit Hawaii in November 1982 two C-5As had flown in a complete generating station. With the cargo we then had on board and maximum fuel, our aircraft would have been able to fly 5,250 miles, cruising at 507mph at 25,000ft.



C-5A Galaxy departing from RAF Mildenhall



Passengers climb up to the rear upper deck of the Galaxy



The team of flight engineers check the C-5A's many systems

The flight engineers work as a team to prepare the aircraft for departure, checking through the multiplicity of systems during the two hours prior to take-off. Their task was explained to me by TSGT Robert Madara. Everything required for the flight from the inertial navigation system to the hydraulics has to be checked. In addition the weight and performance figures are calculated, checked and re-checked before they are handed over to the captain. An automatic trouble-shooting system monitors more than 800 test points in the C-5's various sub-systems. This malfunction, detection, analysis and recording system uses a digital computer to identify and pinpoint problems and failures. Any faults discovered in the 'pre-flight' are discussed by the team and where possible remedial action is taken. The Galaxy has sophisticated communications and electronic





**Galaxy 80214 on RAF Mildenhall's apron with a camouflaged C-5A behind**

systems, including a triple inertial navigation system, making it nearly self-sufficient and capable of operating without ground-based navigational aids. The electrical system consists of four engine-driven generators, each powerful enough to supply the C-5 with sufficient electricity if the other three fail. Each of the two main undercarriage pods carries an auxiliary power unit to supply electric and pneumatic power for engine starting, ground air conditioning, heating, cooling and ventilation. They can also power the hydraulic main landing gear, kneeling motors and two turbine motors for hydraulic pumps. Altogether an engineer's dream (or nightmare if things should go wrong).

With 90 minutes to go before scheduled departure time the crew bus arrived with the pilots, from Mildenhall's flight operations centre. Major Charles Schafer, the aircraft captain introduced his colleagues who were from the 326th MAS and the 709th MAS which are both AF Reserve Squadrons belonging to the 512th MAW based at Dover AFB, Del. They had left this base some 28 hours before and after a night stop at Mildenhall were taking the C-5 on to Ramstein, West Germany, then nine hours back home non-stop to Dover



**The cavernous hold showing the 110,000lb of palletised cargo**

later in the day. Major Schafer explained that since 1968 the Air Force Reserve and Air National Guard have provided half the crew for MAC's C-141s, C-5s, C-9s and more recently Strategic Air Command's KC-10s through the reserve associate programme.

However, this is now being taken a step further, with aircraft being allocated to AFRES and ANG units to 'own' and operate themselves. The 459th MAW at Andrews AFB, Md was

the first AFRES unit to be assigned Starlifters and the 105th MAG at Stewart International Airport, Newburgh, NY was the first ANG unit to receive a Galaxy. The plan is to transfer 44 C-5As to Guard and Reserve units on a one-to-one basis as MAC accepts the new C-5B. After the 105th MAG, the 439th MAW (AFRES) at Westover AFB, Mass and the 433rd MAW (AFRES) at Kelly AFB, Tx were the next to receive C-5As.

Once the Crew was satisfied that all was ready the terminal was notified that the passengers could be embarked. I discovered that except for emergencies or unusual circumstances the C-5 does not carry personnel or troops in the main lower-deck, but rather in the rear compartment of the upper deck. Here, in the bulge just forward of the fin, there are 73 seats. Access is through a door high up on the rear fuselage, which the passengers reach via the tallest steps used at any airport for this purpose. The 'cabin' has no windows in typical military transport style. On this flight we

had a full complement of servicemen and their families.

Settling into the jump seat behind the two pilots in the spacious cockpit I was able to follow the start up checks. The second engineer or 'scanner' was outside the aircraft keeping in radio contact with the pilots while making final external checks and monitoring the engine start up, which was accomplished with no difficulty. Both core and fan speed slowly built up, Major Schafer explaining that on a very cold day it could be ten minutes after start before the fan began to rotate. With the scanner back on board we called on the RT "MAC 80214 Heavy is ready for taxi". Air traffic control cleared us to Mildenhall's runway 11 and we moved off. Such is the C-5's size that it makes ground manoeuvring a full team effort, with everyone peering out of the windows constantly monitoring our progress along the taxiway. On reaching the runway we made a short back-track before lining up. Major Gerald Aldborn sitting in the left hand seat slowly advanced the throttles and with little sense of acceleration we began the take-off run. With a relatively light load



**The C-5 has an impressive short take-off performance**





**The Galaxy on approach to land with all 28 wheels visible**

we were quickly airborne and sedately powered our way upwards. The 'automatic pilot' inertial navigation system was engaged at 3,000ft and set in climb mode on the heading for RAF Coltishall, Norfolk and then on out over the sea to Ypenburg, Holland.

Once established at our cruise height of 33,000ft there seemed little for the two pilots to do, other than monitoring the banks of instruments and responding to radio calls. It felt strange as the huge aircraft banked 30° to change course over an unseen radio beacon while the two AFRES pilots chatted to me. Under present arrangements they are required to fly at least four overseas sorties every six months as well as a number of flights within the USA to maintain continuity. Many of the pilots, like Charles Schafer for example, are professional fliers. He makes the big leap from flying Midway Airlines DC-9s to the C-5A a couple of times each month. On the other hand Gerald Alborn, a product of the USAF

pilot training system, now works as an engineer for the All American Engineering Co. at Newark, Del and has been flying the Galaxy for 11 years.

We had now flown over Barmen and had been given permission to fly a direct track to Sembach NDB. Air traffic control asked for maximum rate of descent and closing the throttles we descended at 3,000ft per minute. The first engineer passed forward a landing card showing the approach, landing and braking speeds as well as figures for overshooting should the pilots have to 'go around'. Final approach was made on instruments under the control of Ramstein radar. Small corrections were made to the track and height as Major Alborn maintained the 3° glidepath. While he concentrated on the instruments Major Schafer was keeping a good lookout, 'eyeballing' two locally based F-16's crossing our track some distance in front. At the decision height and with good visual contact with the runway he cleared his colleague to land.

Pulling back on the control column the Galaxy's nose lifted as we flared and smoothly touched down. Reverse thrust soon slowed our 245 tons of aircraft and payload to walking speed. The flight had taken 85 minutes at an average ground speed of 317 kts. Ramstein's ground controller instructed us to "park on 7/8 backwards" and following a marshaller's pick-up truck we joined a MAC Starlifter on the apron. Shutdown was rapidly effected and leaving the loadmasters to supervise the task of unloading the pallets and taking on the cargo to go back to the USA, the pilots and I headed for base operations and some welcome refreshments. Over an iced soda I was asked for my verdict on the C-5A. To say it was impressive from every respect was an understatement. Perhaps putting it into another context made it clearer—my view of the Galaxy as a 'skylifter' was like their view of Concorde as an airliner, it's in a class of its own.



**Major Schafer checks the internal navigation system at FL330 over Holland**



**The new C-5B Galaxy seen here at Ramstein AB is now entering service**



# Lockheed C-130 Hercules Workhorse Airlifter of the World



RAF 'Ethiopian Mercy Flight' Hercules C1

The aircraft most in evidence at this year's IAT SKYLIFT 87 is the Lockheed C-130 Hercules, the popular "flying truck propjet." This high wing transport with the low slung belly has become perhaps the most recognizable medium size airlifter in the world, being a familiar inhabitant of airports from Abu Dhabi to Zambia and Alaska to Zimbabwe.

Deliveries have included over 1,000 C-130 military aircraft to the US Services—the Air Force, Navy/Marines and Coast Guard. In addition, the C-130 is in service in more than 55 countries and the stretched civil versions, the L-100-20 and -30, are being flown by air carriers in 22 nations.

Somewhere in the world every day a Hercules transport airlifts either equipment to help build roads, explore for oil, or otherwise develop nations. It has helped to reduce the price of fish in Peru, has helped Abu Dhabi launch a "green revolution," and has enabled the Philippines to speed up construction of roads and bridges in its outlying territories. Malaysia utilizes its fleet of C-130s to bridge East and West Malaysia while Denmark's Hercules are used to support the scientific development of Greenland. Mexico's state-owned PEMEX oil company keeps its L-100-30 "Super Hercules" aircraft busy shuttling oil drilling equipment to its Gulf of Mexico oil fields, while Indonesia uses a fleet of Hercules aircraft to airlift "transmigrants" to less populated regions.

Now being operated on every continent around the world, many of them fast-growing countries in Africa, Asia and South America, the Hercules transport has proved to be a very economical vehicle, a "flying truck" that is literally priceless to these nations.

Lockheed's engineering philosophy with the C-130 Hercules from the beginning has been to continually improve and update the aeroplane. In going from the original "A" model to the current "H", Lockheed's engineers have achieved marked improvements in the aeroplane's maximum payload, engine power, range,

take-off weight, airfield performance, and maintainability. Up-to-date avionics have improved mission capabilities, also. The aeroplane's most recent improvements have included the installation of a flush mounted HF antenna, improved crew seats, and additional emergency exits.

The latest military version is the C-130H-30 "Super Hercules". Featuring a 55-foot long cargo compartment, the new version has nearly 40% increase in cargo volume, permitting the loading of two additional cargo pallets. The C-130H-30 carries 92 paratroops compared to 64 on the standard C-130. The aircraft's infantry troop capacity is 128 fully equipped soldiers. Nations operating the C-120H-30 include, Algeria, Cameroon, Dubai, Indonesia, Nigeria, Saudi Arabia, and Thailand. The Royal Air Force operates an extended-fuselage version engineered by Marshall of Cambridge that it designates the C3.

The C-130 is the largest aircraft ever to land on, or take off from, an aircraft carrier without using a tailhook arrest in landing or catapult assistance for take-off. It is the largest plane ever to operate from the 9,000 foot-high ski-way at the South Pole, and is the largest aircraft equipped with ski-and-wheels. It has paraded a single pallet of cargo weighing 43,200 pounds and has set a low altitude extraction record by dropping 25 tons of cargo

while skimming just 10 feet above the ground.

It its many versions, the versatile Hercules refuels helicopters and fighter planes, photo-maps areas of the world, hunts icebergs and hurricanes, fights forest fires, serves as an airborne command post, and is capable of making surface-to-air pickups of personnel. In recent years the Lockheed propjet has been the key aerial machine supporting construction of the Alaskan oil pipeline, the Trans-Gabon railroad, Peru's trans-Andean oil pipeline and Brazil's Amazon highway, hauling heavy equipment, fuel, supplies and housing units. The C-130/L-100 continually flies humanitarian missions around the world. It has been used to airlift aid to famine victims in Ethiopia, Chad and Sudan; earthquake victims in Peru, Nicaragua, Morocco, and Italy; victims of tidal waves in the Bay of Bengal and Chile and typhoons in Japan and Guam.

Lockheed-Georgia builds the C-130/L-100 at the rate of three per month at its plant in Marietta, Georgia. Delivery of the 1800th aircraft in the Hercules aircraft series took place in December 1986. Meanwhile, the future of the C-130/L-100 Hercules looks bright, with a healthy current backlog on order and plans for producing the popular propjet into and beyond the year 2000.



Hercules using the low altitude parachute system (LAPES) to make an emergency delivery of supplies



# DH Mosquito—the wooden wonder



The Mosquito was one of the outstanding Allied aircraft of World War 2. It was the fastest aircraft in service with the RAF from its entry into service in September 1941 until the arrival of a new generation of fighters in 1944. It remained the RAF's fastest bomber until the appearance of the turbojet Canberra.

Originally designed in 1938 as a private venture by De Havillands, the DH98 was given the go-ahead at the end of December 1939 and the prototype W4050 was first flown at Hatfield on 25 November 1940.

The wooden-construction monoplane utilising two 1,250hp Merlin engines relied on high speed for its defence. As well as the bomber, Mosquito fighter-bomber, night-fighter, photo-reconnaissance and trainer variants were produced.

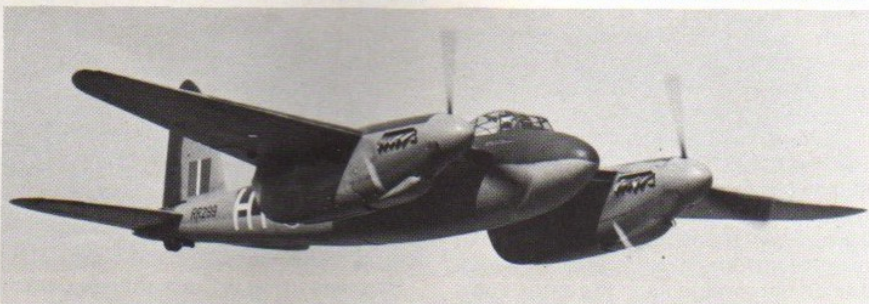
The last aircraft, a Mosquito NF38 was completed on 15 November 1950 by which time 7,718 of 40 different marks had been built in Australia, Canada and Britain. The final operational flight by a front-line squadron was flown by PR34 RG314 of No 81 Squadron in Malaya on 15 December 1955. TT35s continued on secondary tasks with No 3 CAACU at Exeter until 1963.

The Mosquito you see flying today is a T3 serialled RR299. It was built at Leavesden, Herts as one of a batch of 50 aircraft (RR270 to RR319). It was delivered to the RAF about March 1945 and entered service with No 51 Operational Training Unit at Cranfield on 18 April 1945. For the next 18 years it was operated by: No 114 Squadron in Aden (1946), No 204 Advanced Flying School at Driffield (1949-50), Ferry Training Unit, Benson (1954), Home Command Examining Unit, White Waltham (1957-58), Fighter Command Communications Squadron at Bovingdon (1959) and No 3 CAACU at Exeter (1959-63).

RR299 had a total of 1,107 hr 50 min flying time when it was retired from RAF service at No 27 Maintenance Unit,

Shawbury on 14 March 1963. It was saved from the bulldozer and purchased by John Cunningham on behalf of Hawker Siddeley Aviation Ltd for the sum of £100 on 10 July 1963. Two days later it was registered as a civil aircraft G-ASKH and was granted a Certificate of Airworthiness on 23 June 1965.

In 1968 the aircraft took part in the films *Mosquito Squadron* and *633 Squadron* and was re-finished in wartime camouflage and given the fictitious squadron code HT-E. It remains in these markings today and is owned and operated by British Aerospace from Hawarden Airfield, Chester. RR299 is the only airworthy Mosquito flying in Europe. A B35 is owned by the Weeks Museum at Miami, Florida and flies at US airshows.





# The Royal Air Force Benevolent Fund's **G-HUEY**



What, you might ask yourself, is so special about The Royal Air Force Benevolent Fund's Bell UH-1H helicopter, other than its catchy registration G-HUEY.

A brief run through her history should give you an appreciation of why she is drawing crowds all around England and Wales during this, her first full flying season.

G-HUEY was ordered for the US Army towards the end of the Vietnam War. The aircraft never saw service in the Far East but instead was sold to Argentina in February 1975, the US serial number changing from 13560 to AE-413 with the Argentine Army.

When the Falklands War broke out, AE-413 was positioned at Campo de Mayo near Buenos Aires. After several changes of plan the helicopter was eventually flown to the 'Malvinas' by Hercules and based at Moody Brook in support of the Argentine ground forces. You will notice a broad orange coloured band around the tail boom. This was painted on as an aid to identification to help prevent it being shot down by their own troops—a good idea except that it ruined the camouflage.

About the time of Goose Green AE-413 was covered in whitewash and had red crosses painted on the nose and sides. This was to help safe passage during casualty evacuation flights. AE-413 continued to be flown by her Argentine pilot after the ceasefire, to rescue wounded soldiers.

On 17 June 1982, Sqn Ldr Rob Tierney, RAF, was busy looking for an airworthy helicopter to boost 5 Infantry Brigade's air assets—what better job for the Air Liaison Officer. Perhaps it should be

pointed out that he also happens to be a graduate from the Empire Test Pilot School, Boscombe Down, where he specialised in helicopters. After viewing several Argentine aircraft he decided on AE-413 because it was in the best condition. There was only one snag—he had never flown a Bell UH-1 before. With the help of Flt Lt John Durgate, an experienced helicopter crewman, he eventually located the right switches and started up the engine. He allowed ten minutes of ground running, just in case the fuel had been doctored, and then flew the helicopter.

Again the paint scheme was altered. Clearly it was improper to show the red crosses as Rob was not carrying out casevac duties. They were painted out and 'UK' was painted on the orange band. In all AE-413 flew 15 hours in support of 5 Brigade, carried 115 men and 11,000lb of freight.



With great initiative, skill and some very fast talking Rob managed to hitch a ride to England for the UH-1 on board the *Tor Caledonia*. He certainly was not going to leave this aircraft, which had flown on both sides in the Falklands conflict, to the souvenir hunters and winter weather.

Once back in England the helicopter was put on show, travelling by trailer since she was not cleared yet to fly in the UK. Tragedy struck! The leading rotor blade became loose, struck a bridge and created sufficient rotor, gearbox and body damage to require a rebuild, which took three years. Amongst the many organisations that provided help, the Royal Naval Aircraft Yard at Fleetlands and Bristow Helicopters were outstanding.

Eventually rebuilt, she was still very much an 'unofficial' aircraft. Certainly the Civil Aviation Authority required her to be placed on a formal footing before giving clearance to fly and demonstrate. This is where the Royal Air Force Benevolent Fund entered the scene. Rob Tierney briefed the Controller, Air Chief Marshal Sir Alasdair Steedman and sought his support. Everybody was filled with admiration regarding Rob's efforts and it was thought that G-HUEY as she was now officially registered could be an exciting means of helping to raise money for the Fund.

The first trial season took place in 1986 beginning with a display at the TVS Air Show South at Bournemouth Hurn Airport. Other displays followed and it was clear that G-HUEY was a great attraction. By now she had been re-painted in the markings used in the Falklands.

This year *Superkings* is supporting G-HUEY's presence at shows all around the country. And as long as the public want to see this unique aircraft we shall continue to display her both on the ground and in the air.



# Jet Aerobatic Competitions 1972-1987

Imperial Tobacco Limited generously donated a £2,000 trophy in 1972 to the organisers of the first Air Tattoo held at North Weald, to be awarded for the best solo jet demonstration. The **Embassy Trophy**, as it was then known was first awarded to Flying Officer Rod Dean flying a Hunter F6 from No 79 Squadron/ 229 OCU, RAF Chivenor. At each of the succeeding International Air Tattoos held at Greenham Common from 1973 to 1983 this prestigious and unique trophy competition was an important feature of the event. When IAT moved to RAF Fairford in 1985 the trophy was re-styled as the **Superkings Trophy** and was awarded to Major Eric Nedergaard flying an F-15C Eagle from 36TFW, USAF. It will again be presented at IAT 87 after the panel of judges including Peter Brotherton, General Marketing Manager of Imperial Tobacco Limited, has carefully watched the highly skilled solo jet aerobatic pilots in action here at RAF Fairford.



The Superkings Trophy 1987



Flt Lt D. Webb, RAF, winner of the Embassy Trophy 1976

*The nine solo jet aerobatic competition winners to date have been:*

- 1972 Flying Officer Rod Dean, RAF—Hunter F6, No 79 Sqn/229 OCU
- 1973 Flight Lieutenant W. Tyndall, RAF—Jet Provost T5, No 3FTS
- 1974 Flight Lieutenant P. Chapman, RAF—Lightning F3, No 226 OCU
- 1976 Flight Lieutenant D. Webb, RAF—Jet Provost T5A, No 1 FTS
- 1977 Flight Lieutenant D. Fitzsimmons, RAF—Hawk T1, CFS
- 1979 Oberleutnant Wolf, Austrian AF—Saab 105OE
- 1981 Captain Hans Hemmelder, R Netherlands AF—Northrop NF5A, No 315 Sqn
- 1983 Flight Lieutenant M. L. Thompson, RAF—Lightning F3, LTF
- 1985 Major Eric Nedergaard, USAF—F-15C Eagle, 36 TFW



Oberleutnant Wolf, Austrian Air Force holding the trophy in 1979



Hawk T1 flown by Flt Lt D. Fitzsimmons, RAF in 1977

Imperial Tobacco Ltd is continuing and extending its support for IAT and the Royal Air Force Benevolent Fund in 1987, not only through the **Superkings Trophy** but also by sponsoring the Fund's *Bell UH-1* helicopter *G-HUEY* and with direct financial assistance. Peter Harper, Associate Director, Hanson Trust will present a cheque for £120,500 to King Hussein, as Patron of IAT 87. This represents the total contribution being made by the company this year.



Flt Lt Thompson, RAF flying a Lightning F3 to win in 1983



F-15C Eagle flown by Maj Eric Nedergaard, USAF at IAT 85



# International Air Tattoo 87

## Static Aircraft on Display

It is hoped that the following aircraft will be available to take part in the static Aircraft displays.

### ROYAL AIR FORCE

VC-10  
TriStar  
Tornado F2/3/GR1  
Phantom FGR2  
Buccaneer S2B  
Jetstream T1  
Harrier GR3/T4  
Hunter T7  
Canberra T4/E15/T17  
Victor K2  
Puma HC1  
Dominie T1  
Chipmunk T10  
Andover CC2/E3  
BAe 125 CC2  
Jaguar GR1  
Hercules C1/3  
Lightning F6  
Gazelle HT3  
Bulldog T1

### ARMY AIR CORPS

Gazelle AH1  
Lynx AH1  
Scout AH1

### ROYAL NAVY

Sea King HC4

### MINISTRY OF DEFENCE (Procurement Executive)

#### A&AEE

Harvard T2B  
Hunter FGA9  
Sea King 5  
Tucano T1

#### ETPS

Hawk T1  
Gazelle AH1  
Jaguar GR1  
Andover C1

#### RAE

Canberra B6  
Dakota 4  
Varsity T1

### ROYAL AUSTRALIAN AIR FORCE

C-130 Hercules  
Boeing 707  
P-3C Orion

### BELGIAN AIR FORCE

C-130 Hercules

### CANADIAN ARMED FORCES

CF18 Hornet  
OH-58A Kiowa

### ROYAL DANISH AIR FORCE

F35 Draken

### FRENCH NAVY

F-8E(FN) Crusader  
Super Etendard  
Alizé  
Falcon  
Atlantic  
Super Frelon  
Nord 262

### FRENCH AIR FORCE

C-160 Transall

### WEST GERMAN AIR FORCE

Alpha Jet  
Canberra  
F-4F Phantom  
RF-4E Phantom  
F-104G Starfighter

### WEST GERMAN ARMY

MBB 105 N/P  
Sikorsky CH-53

### ITALIAN AIR FORCE

C-130 Hercules  
Tornado IDS

### ROYAL JORDANIAN AIR FORCE

CASA 101 Aviojet  
C-130H Hercules

### PORTUGUESE AIR FORCE

C-130 Hercules

### ROYAL MOROCCAN AIR FORCE

L-100 Hercules

### NATO

E-3A Sentry

### ROYAL NETHERLANDS AIR FORCE

F-27M Troopship  
F-16 Fighting Falcon  
Northrop NF-5

### ROYAL NEW ZEALAND AIR FORCE

Boeing 727

### ROYAL NORWEGIAN AIR FORCE

F-16 Fighting Falcon  
Northrop F-5

### SPANISH AIR FORCE

Casa 101 Aviojet  
Casa 212 Aviocar

### UNITED STATES AIR NATIONAL GUARD

Boeing KC-135E  
Lockheed EC-130H  
A-7D Corsair II

### USAF (Europe)

Lockheed EC-130/MC-130  
Bell UH-1N  
Beech C-21  
A-10 Thunderbolt  
F-15 Eagle  
F-16 Fighting Falcon  
GD EF-111A  
Northrop F-5E  
RF-4E Phantom  
F-4G Phantom

### USAF (Air Force Communication Command)

North American T-39A

### USAF (Air Training Command)

Boeing T-43A

### USAF (Tactical Air Command)

F-15 Eagle

### USAF (Reserve)

C-5A Galaxy  
Lockheed AC-130  
Lockheed C-130B  
Lockheed HC-130H  
Boeing KC-135E

### USAF (Military Airlift Command)

C-5A Galaxy  
C-141 Starlifter  
C-9 Nightingale  
C-12 Super King Air  
C-22 Gulfstream II  
C-23 Sherpa  
Lockheed C-130E/H  
Lockheed EC-130  
Lockheed WC-130

### USAF (Strategic Air Command)

Boeing B-52G  
Lockheed KC-135A/R  
Lockheed TR-1A  
F-4D Phantom  
GD FB-111A  
KC-10A Extender

### UNITED STATES ARMY

RV/OV-1D Mohawk  
Beech RC-12  
CH-47 Chinook  
Bell UH-1H Huey  
Bell AH-1S Cobra  
UH-60 Blackhawk  
C-12 Huron

### UNITED STATES NAVY

UC-12B King Air  
C-130 Hercules  
C-2 Greyhound

### CIVILIAN

Belfast—*Heavylift Cargo  
Airline*  
Metro II—*NLR*  
Zlin 526—*Vic Norman*  
UH-1H Huey—*IAT*  
HD-35—*La Fanatique  
d'Aviation*  
DC-3 Dakota—*Stelair*  
Cessna 210—*La Fanatique  
d'Aviation*  
Devon—*DH-104 Association*  
Saab 340—*Crossair*  
Broussard—*La Fanatique  
d'Aviation*  
Falcon 20—*FR Aviation*  
Short SC-1—*Science  
Museum*  
Venom—*P. Meeson Esq.*  
F4U Corsair—*L. Walton Esq.*  
Spitfire V—*Shuttleworth  
Collection*

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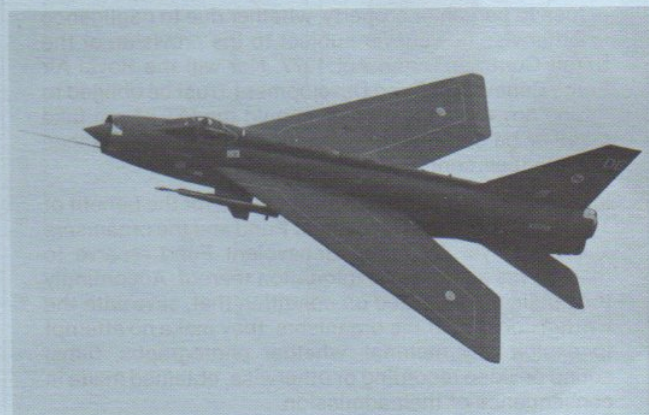
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# International Air Tattoo

The organisers of IAT 87 reserve the right to alter the aircraft and the weather conditions

Item	DISPLAY	Item	DISPLAY	Item	DISPLAY
<b>10.00</b>					
1	<b>Army Air Corps</b> <i>Historic Flight</i> <b>Auster AOP9</b> <b>Sioux AH1</b> <b>Westland Scout AH1</b>	9	<b>Dassault-Breguet</b> <b>Etendard IVP</b> 11F, Aeronavale, Landivisiau, France	17	<b>Royal Moroccan Air Force</b> <i>Display Team</i> <b>2 Cap 10</b> Marrakech, Morocco
2	<b>Westland Gazelle AH1</b> <b>Westland Lynx AH1</b> <b>De Havilland Beaver AL1</b> Army Air Corps Centre, Middle Wallop	<b>Sun only</b>	<i>Fleet Air Arm</i> <i>Historic Aircraft Flight</i> <b>Hawker Sea Fury</b> <b>Fairey Firefly</b> RNAS Yeovilton	18	<b>B-V Chinook HC1</b> 7 Squadron, RAF Odiham
3	<b>McDonnell Douglas</b> <b>F-15C Eagle</b> 36TFW, USAF, Bitburg AB, West Germany	<b>Sun only</b>		19	<i>Skylift Formation</i> <b>15 Hercules C1/3</b> Lyneham Transport Wing, RAF Lyneham
4	<b>Lockheed Hercules C1</b> 47 Squadron, RAF Lyneham	<b>11.00</b>		20	<b>Lockheed TR-1A</b> 95RS/17RW USAF RAF Alconbury
5	<b>D-BD Alpha Jet</b> JBG 43, Luftwaffe, Oldenburg West Germany	10	<b>Westland Puma HC1</b> 33 Squadron, RAF Odiham	21	<b>BAC Jet Provost T5A</b> RAF College, Cranwell
<b>Sun only</b>	<b>Westland Gazelle HT3</b> CFS (H), RAF Shawbury	11	<i>Asas De Portugal</i> <b>4 Cessna T-37C</b> Portuguese Air Force Aerobatic Team 102 Sqn., Sintra	22	<b>Panavia Tornado</b> MFG 2, West German Navy
6	<b>Aeritalia G222</b> RSV, 311 Gruppo, Italian Air Force Pratica di Mare	12	<b>General Dynamics</b> <b>F-16C Fighting Falcon</b> 401 TFW, USAF Torrejon AB, Spain	23	<i>Team Aquila</i> <b>6 Casa 101 Aviojet</b> Spanish Air Force Display Team
7	<b>McDonnell Douglas</b> <b>RF-4E Phantom</b> AKG 51, Luftwaffe, Bremgarten, West Germany	13	<i>Royal Navy</i> <i>Sharks Display Team</i> <b>4 Gazelle HT2</b> 705 Naval Air Squadron, RNAS Culdrose	<b>13.00</b>	
8	<b>2 Boeing KC-135A</b> 11th Strategic Group, RAF Fairford <b>Boeing B-52H</b> 2 Bomb Wing USAF, Barksdale AFB, USA	14	<b>Transall C160D</b> LTG 63, Luftwaffe, Hohn, West Germany	24	<b>De Havilland Canada Dash 8</b> 412 Sqn. Detachment, Canadian Armed Forces, Lahr, West Germany
		15	<b>A-10 Thunderbolt</b> 511 TFS/81 TFW, USAF RAF Bentwaters	25	<i>The Grasshoppers</i> <b>4 Aerospatiale Alouette III</b> 300 Sqn., Royal Netherlands Air Force, Deelen
		<b>12.00</b>		26	<b>BAe Hawk T1A</b> 1 TWU <b>Sat only</b> RAF Brawdy
		16	<i>The Falcons</i> <b>RAF Parachute Display Team</b> RAF Brize Norton		



BAC Lightning F3



Yugo Cars Flying Circus



# too 87 Flying Programme

er the programme according to the availability of aircraft,  
conditions prevailing at the time.

Item	DISPLAY	Item	DISPLAY	Item	DISPLAY
27	<b>Lockheed C-141 Starlifter</b> <b>Lockheed C-5A Galaxy</b> Military Airlift Command, USAF	15.00	<b>'SKYSHIELD 87'</b>	41	<i>The Halcones</i> <b>5 Pitts S1S Special</b> Chilean Air Force Display Team, Santiago, Chile
28	<b>BAe Concorde</b> British Airways	36	<b>Royal Aircraft Factory</b> <b>SE5A</b> Experimental Flying Dept., RAE Farnborough	42	<i>Vulcan Display Team</i> <b>HS Vulcan B2</b> RAF Waddington
Sat only	London (Heathrow) Airport		<b>Gloster Gladiator</b> Shuttleworth Collection		
Sun only	<b>Dassault Breguet</b> <b>Etendard IVP</b> 11F Aeronavale, Landivisiau, France		<b>Supermarine Spitfires</b> <b>Hawker Hurricane</b> Battle of Britain Memorial Flight, RAF Coningsby	43	<b>Dassault Mirage F-1E</b> 25 Squadron, Royal Jordanian Air Force
29	<i>Phoenix</i> <b>French Air Force Paramedic</b> <b>Team</b> , Salon, France		<b>De Havilland Mosquito T3</b> British Aerospace, Chester	44	<i>Operation Bushel</i> <b>Hercules C1</b> Lyneham Transport Wing, RAF Lyneham
	14.00		<b>De Havilland Vampire T11</b> <b>De Havilland Venom FB4</b> Dean Flying Displays, Cranfield	Sat only	<b>Westland Gazelle HT3</b> CFS(H), RAF Shawbury
30	<i>Frecce Tricolori</i> <b>10 Aeromacchi MB 339 PAN</b> Italian Air Force Aerobatic Team, Rivolto		<b>BAC Lightning F3</b> 5 Squadron, RAF Binbrook	17.00	
31	<i>Tanker Duo</i> <b>Lockheed Hercules C-1K</b> Lyneham Transport Wing, RAF Lyneham		<b>McDonnell Douglas</b> <b>Phantom F4J (UK)</b> 74(F) Squadron, RAF Wattisham	45	<b>BAe VC10 C1</b> 10 Squadron, RAF Brize Norton
32	<b>LTV F-8E(FN) Crusader</b> 12F, Aeronavale, Landivisiau, France		<b>Panavia Tornado F3</b> 229 OCU, RAF Coningsby	46	<b>Avro Lancaster</b> Battle of Britain Memorial Flight, RAF Coningsby
33	<i>Yugo Cars Flying Circus</i> <b>Boeing Stearman</b> Yugo Cars, Duxford	16.00		47	<b>Dassault Mirage V</b> 13 Wing, Belgian Air Force
33	<i>Royal Jordanian Falcons</i> <b>3 Pitts S2 Special</b> Alia Airlines, Amman, Royal Hashemite Kingdom of Jordan	37	<b>BAe Nimrod MR2</b> 236 OCU, RAF St. Mawgan	48	<i>Fleet Air Arm Historic Flight</i> <b>Hawker Sea Fury</b> <b>Fairey Firefly</b> RNAS Yeovilton
35	<b>Avro Shackleton AEW2</b> 8 Squadron RAF Lossiemouth	38	<b>Boeing 747-338</b> Sun only Qantas Airways, Australia	49	<i>Mitsubishi Motors</i> <b>Zlin Z50L</b> Vic Norman, Kemble
		39	<b>Lockheed C-130 Hercules</b> F7 Squadron, Air Transport Wing, Royal Swedish Air Force, Satenas	50	<b>BAe Harrier GR3</b> 233 OCU, RAF Wittering
		40	<b>Westland Lynx HAS3</b> 702 Squadron, RNAS Portland	51	<i>The Red Arrows</i> <b>9 BAe Hawk T1A</b> Royal Air Force Aerobatic Team, RAF Scampton

## International Air Tattoo 87 Souvenir Programme

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Advertisement Manager Claire Lock

Photography by: John Dunnell, Andrew, Daniel and Peter March, Brian Strickland, the Royal Air Force and from IAT archives.

Cover illustration by Wilf Hardy©

The editor gratefully acknowledges the assistance given by the 7020th ABG and 11th Strategic Group, USAF: the Directorate of Public Relations, Ministry of Defence and the editorial contributions by John Dunnell, Malcolm Ginsberg, Paul Jackson, Andrew March and Bryan Philpott.

Published by International Air Tattoo  
Building 1108, RAF Fairford, Cirencester, Glos., GL7 4DL  
Telephone: Cirencester (0285) 713300

Filmset and printed by  
Taylor Brothers Bristol Limited  
13—25 Wilder Street, Bristol BS2 8PY  
Telephone: Bristol (0272) 49942/48631

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# International Air Tattoo 87



## AIRCRAFT PARTICIPATION LIST

(Prepared by British Aviation Research Group who produced the excellent BARG lists which were sold at IAT 87 and are now a feature of the event.)

The list of participating aircraft gives radio call-signs, where the aircraft came in from and arrival dates. Those with their serials underlined were flying display participants/aparars parked on the north side of the base. Details of unusual colour-schemes or items of news obtained at the show appear under the relevant entry:

962131	-	A-7D	188thTFS/New Mexico ANG	"Taco 21"	Wittering	17.7
002908	-	A-7K	188thTFS/New Mexico ANG	"Taco 22"	Wittering	17.7
310025	PT -	A-7D	146thTFS/Pennsylvania ANG	"Steel 31"	Wittering	17.7
100748	PT -	A-7K	146thTFS/Pennsylvania ANG	"Steel 32"	Wittering	17.7
002728	WR y	A-10A	92ndTFS 81stTFW	"Boar 96"	Bentwaters	17.7
001475	WR pr/w	A-10A	510thTFS 81stTFW	"Boar 94"	Bentwaters	17.7
109555	WR bk/w	A-10A	511thTFS 81stTFW	"Boar 95"	Bentwaters	17.7
[CO's aircraft, marked "511TFS"]						
802335	-	B-52G	2ndBW	"Caddo 21"	Barksdale	16.7
[last-minute replacement for a 97thBW a/c which went u/s just before departure]						
925695	-	B-52G	2ndBW	"Caddo 22"	Barksdale	16.7
802845	-	FB-111A	715thBS 509thBW	"Gal 31"	Pease	16.7
[named "Next Objective"]						
965105	-	FB-111A	715thBS 509thBW	"Gal 32"	Pease	16.7
[named "Pistol Packin' Mama"]						
500095	-	C-5B	436thMAW	"Mac 50009"	Ramstein	14.7
10875	-	C-9A	11thAAS 375thAAW	"Tune 55"	Frankfurt	17.7
[due to return to the USA 8.87 at the end of its extended loan to the 55thAAS]						
50034c	-	KC-10A	2ndBW	"Debar 33"	Mildenhall	17.7
[Initially arrived the previous week but left for Mildenhall 15.7 as "Trade 52"]						
40163	-	C-12F	58thMAS	"Spar 90"	Alconbury	17.7
60201	-	C-20B	89thMAW	"Sam 60201"	Andrews	15.7
[60200 to 60206 have c/n's 465, 470, 468, 475, 476, 477, 478, in order. This model differs from the C-20A in having a 6ft HF aerial trailing from the rear fuselage.]						
40081	-	C-21A	HQ USEUCOM	"Clue 96"	Stuttgart	17.7
40084	-	C-21A	58thMAS	"Spar 85"	Ramstein	17.7
404735	-	C-23A	10thMAS	"Pokey 01"	Mildenhall	14.7
[named "Florennes"]						

Page 1

50011	AC-130A	711thSOS/AFRes	"Main 11"	Keflavik	15.7	
[named "Plain Jane"]						
915304	C-130B	731stTAS/AFRes	"Downy 30"	Mildenhall	14.7	
405271	C-130E	37thTAS 435thTAW	"Jerky 34"	Frankfurt	17.7	
398171	EC-130E	193rdSOS/Pennsylvania ANG	"Fried 25"	Harrisburg	17.7	
405664	MC-130E	7thSOS	"Home 54"	Frankfurt	17.7	
421331	C-130H	463rdTAW	"Old 31"	Mildenhall	14.7	
31585	SB	EC-130H	43rdECS 66thECW	"Beta 51"	Seabach	17.7
148635	MC-130H	301stARRS/AFRes	"Bag 11"	St Johns	14.7	
50985	MC-130H	53rdVRS	"Gull 38"	Mildenhall	14.7	
53146	-	KC-135E	145thARS/Ohio ANG	"Pearl 79"	Rickenbacker	14.7
[named "The City of Columbus"]						
63627	g/y	KC-135A	2ndBW	"Inkle 69"	Barksdale	16.7
71479	y/w	KC-135E	336thARS/AFRes	"Embassy 68"	March	14.7
[named "City of Riverside"]						
00314	multi	KC-135A	410thBW	"Gold 21"	Pease	16.7
10264	multi	KC-135A	42ndBW	[11thSG a/c, already based]		
10267	r/w	KC-135A	97thBW	"Podgy 11"	Zaragoza	14.7
33550	bl/y	KC-135R	19thARW	"Embassy 66"	Mildenhall	16.7
23555	multi	KC-135A	410thBW	"Josef 95"	Pease	13.7
23565	bk/w	KC-135A	305thARW	[11thSG a/c, already based]		
38008	bl/y	KC-135R	19thARW	"Embassy 90"	Mildenhall	17.7
502735	-	C-141B	437thMAW	"Mac 50273"	Mildenhall	14.7
[Apart from the captain, S/L H. Burgoyne RAF, the entire crew was female!]						
70166	-	C-141B	443rdMAW	"Mac 70166"	Lynham	17.7
[VIP c/s, gold "MAC" band on fin]						
37699	F-4C	ex-123rdFIS/Oregon ANG	[resident BDR	airframe]		
972345	SP r/w	F-4G	480thTFS 52ndTFW	"Sonic 1"	Spangdahlem	17.7
01556	56	F-5E	527thAS	"Baron 11"	Alconbury	17.7
90038	BT bl	F-15C	525thTFS 36thTFW	"Eagle 63"	Bitburg	17.7
00018	BT bl	F-15C	525thTFS 36thTFW	"Eagle 61"	Bitburg	17.7
00024	BT bl	F-15C	525thTFS 36thTFW	"Eagle 62"	Bitburg	17.7
00041	IS bk/w	F-15C	57thFIS	"Arno 01"	Keflavik	17.7
00057	IS bk/w	F-15D	57thFIS	"Arno 02"	Keflavik	17.7
20938	TJ y/bk	F-16A	613thTFS 401stTFW	"Falcon 1"	Torrejon	17.7
20943	TJ y/bk	F-16A	613thTFS 401stTFW	"Falcon 2"	Torrejon	17.7
20954	TJ y/bk	F-16A	613thTFS 401stTFW	"Falcon 3"	Torrejon	17.7
60209	SP r/w	F-16C	480thTFS 52ndTFW	"Sonic 2"	Spangdahlem	17.7
70052	UH -	EF-111A	42ndECS 66thECW	"Raven 17"	Seabach	17.7
[named "Cherry Bomb"]						
02417	LN r	F-111F	494thTFS 48thTFW	"Bosox 41"	Lakenheath	17.7
21448	LN multi	F-111F	494thTFS 48thTFW	"Bosox 42"	Lakenheath	17.7
[CO's a/c, marked "48TFW"]						
96607	UH-1N	67thARRS det.2	"Spar 81"	Manston	17.7	
966305	UH-1N	67thARRS det.9	"Save 30"	Rennes	15.7	
01079	TR-1A	95thRS 17thBW	"Hifi 46"	Alconbury	17.7	
20285	T-43A	455thFTS 323rdTFW	"Strobe 01"	Alconbury	17.7	
161503	BG	UC-12B	NAF Mildenhall	"Navy 61503"	Mildenhall	17.7
76-22557	C-12A	207thAvnCo	"Duke 31"	Hildenberg	17.7	
68-17067	AW-1F	220thAttHelCo	"Army 23595D"	Manston	15.7	
67-19537	UH-1H	25thAvnCo	"Wing 28C"	Calais	17.7	
[unit due to be renumbered as the 223rd Combat Aviation Battalion]						
69-17106	CH-47C	205thAvnCo	"Army 17106B"	Ostend	16.7	
71-20497	OH-58A	25thAvnCo	"Wing 28C"	Calais	17.7	
81-23595	UH-60A	220thAttHelCo [c/n 70-317]	"Army 23595D"	Manston	15.7	
25902	OV-10	2ndMIBtn	"Hawk 07"	Stuttgart	17.7	
64-14246	RV-1D	2ndMIBtn	"Hawk 04"	Stuttgart	17.7	
XS605	Andover E.3	115 Sqdn	"Ascot 783"	Benson	17.7	
XS606	Andover C.1	ETPS	"Tester 54A"	Boscombe Down	17.7	
XS793	Andover CC.2	60 Sqdn	"Ascot 8027"	Northolt	17.7	
ZD621	BAe125 CC.3	32 Sqdn	"Ascot 732"	Northolt	18.7	
XX889	Buccaneer S.2B	12 Sqdn	"UUV 20"	Waddington	17.7	



XX628	04	Bulldog T.1	Wales UAS	"SKN 23"	Hullavington	17.7
W1478	BA	Canberra T.4	231 OCU	"LAM 04"	Wyton	17.7
W1568		Canberra B.6(mod)	RAE Bedford	"Blackbox B"	Bedford	17.7
W1646	EG	Canberra T.17A	360 Sqdn	"LAM 84"	Wyton	17.7
W1636	CX	Canberra TT.18	100 Sqdn	"LAM 36"	Wyton	17.7
[silver o/a with yellow/black striped undersides; 100 Sqdn badge on all-black fin]						
Z4717	EM	Chinook HC.1	7 Sqdn	"Chinook 69"	Odiham	16.7
WP805	D	Chipmunk T.10	6 AEP	"ABP 61"	Abingdon	17.7
Z4947		Dakota C.3	RAE Farnborough	"Nugget 11"	Farnborough	17.7
X5714	P	Dominie T.1	6 FTS	"FYN 47"	Finningley	17.7
Z8627	A	Gazelle HT.3	CFS	"SYN 26"	Shawbury	17.7
XW866	E	Gazelle HT.3	CFS	"SYN 31"	Shawbury	17.7
XZ931	R	Gazelle HT.3	CFS	"SYN 40"	Shawbury	17.7
XZ936		Gazelle HT.3	ETPS	"Tester 54C"	Boscombe Down	17.7
XZ969	-	Harrier GR.3	4 Sqdn	"Mission 5005"	Gutersloh	17.7
XV810	A	Harrier GR.3	233 OCU	"Talent Form."	Wittering	17.7
XZ997	E	Harrier GR.3	233 OCU	"Talent 1"	Wittering	17.7
XV747	G	Harrier GR.3	233 OCU	"Talent Form."	Wittering	17.7
Z8602	Y	Harrier T.4A	233 OCU	"Talent Form."	Wittering	17.7
KF183		Harvard T.2B	AAARE	"Tester 54B"	Boscombe Down	17.7
XX185		Hawk T.1	4 FTS	"VYT 60"	Valley	16.7
[used as photo-chase a/c during the arrivals on 17.7]						
XX342	2	Hawk T.1	ETPS	"Tester 50A"	Boscombe Down	17.7
XX227		Hawk T.1	Red Arrows	"Red Arrows"	Dunsfold	17.7
XX243		Hawk T.1	Red Arrows	"Red Arrows"	Dunsfold	17.7
XX252		Hawk T.1	Red Arrows	"Red Arrows"	Dunsfold	17.7
XX253		Hawk T.1	Red Arrows	"Red Arrows"	Dunsfold	17.7
XX259		Hawk T.1	Red Arrows	"Red Arrows"	Dunsfold	17.7
XX260		Hawk T.1	Red Arrows	"Red Arrows"	Dunsfold	17.7
XX264		Hawk T.1	Red Arrows	"Red Arrows"	Dunsfold	17.7
XX266		Hawk T.1	Red Arrows	"Red Arrows"	Dunsfold	17.7
XX304		Hawk T.1	Red Arrows	"Red Arrows"	Dunsfold	17.7
XX306		Hawk T.1	Red Arrows	"Red Arrows"	Dunsfold	17.7
XX159		Hawk T.1A	1 TWU/no marks	"BDY 01"	Brady	17.7
[1987 display mount; yellow "go faster" stripe from nose to fin-tip]						
XX196		Hawk T.1A	1 TWU/234 Sqdn	"BDY 43"	Brady	17.7
XX350		Hawk T.1A	1 TWU/234 Sqdn	"BDY 02"	Brady	17.7
XV186		Hercules C.1P	LTW	"Ascot 904"	Lyneham	14.7
XV196		Hercules C.1P	LTW	"Ascot 902"	Lyneham	14.7
XV291		Hercules C.1P	LTW	"Ascot 903"	Lyneham	14.7
XV305		Hercules C.3P	LTW	"QOV 16"	Waddington	17.7
XL591	G	Hunter T.7	237 OCU	"Tester 50B"	Boscombe Down	17.7
XL612		Hunter T.7	ETPS	"Memorial Flt"	Southend	17.7
P2865	-	Hurricane IIC	BBMF	"QTR 90A"	Bruggen	17.7
XZ362	27	Jaguar GR.1A	2 Sqdn	"QTR 90B"	Bruggen	17.7
XZ108	28	Jaguar GR.1A	2 Sqdn	"Tester 50C"	Boscombe Down	17.7
XX145		Jaguar T.2	ETPS	"Stingray 38"	Brady	17.7
XP547	03	Jet Provost T.4	1 TWU			
[now resplendent in the air defence grey scheme]						
XP295	29	Jet Provost T.5A	RAF College	"Poacher"	Cranwell	17.7
XP374	38	Jet Provost T.5A	RAF College	"SAJ 946"	Scampton	17.7
XP415	53	Jet Provost T.5A	CFS	"FYT 84"	Finningley	17.7
XA482	J	Jetstream T.1	6 FTS	"Memorial Flt"	Southend	17.7
PA474	SR-D	Lancaster B.1	BBMF	"Lightning 61"	Binbrook	17.7
XP716	AQ	Lightning F.3	5 Sqdn	"Lightning 62"	Binbrook	17.7
XP741	AR	Lightning F.3	5 Sqdn	"Lightning 63"	Binbrook	17.7
XP759	BJ	Lightning F.6	11 Sqdn	"D4E228"	Leuchars	17.7
XV572	AN	Phantom FG.1	43 Sqdn	"D4E228"	Leuchars	17.7
XV499	CF	Phantom FGR.2	228 OCU/64 Sqdn	"SOG 27"	Wildenrath	17.7
XV472	E	Phantom FGR.2	19 Sqdn	"SOG 26"	Wildenrath	17.7
XV498	U	Phantom FGR.2	92 Sqdn			

ZE351	I	F-4J(UK)	74 Sqdn	"Tiger 1"	Wattisham	17.7
ZE360	O	F-4J(UK)	74 Sqdn	"Tiger 2"	Wattisham	17.7
XW226	OK	Puma HC.1	230 Sqdn	"Mission 0712"	Coltishall	17.7
XV170		SH-3D Sea King	ETPS	"Tester 54D"	Boscombe Down	17.7
W1756	56	Shackleton AEW.2	8 Sqdn	"Emb. Shackleton"	Leuchars	17.7
[diverted to Brize with hydraulic problems after display on 18.7, did not return]						
XG900		Short SC.1	Science Museum	[by road from Wroughton 14.7]		
P7350	EB-Z	Spitfire IIA	BBMF	"Memorial Flt"	Southend	17.7
AB910	BP-O	Spitfire Vb	BBMF	"Memorial Flt"	Southend	17.7
PM631	DL-E	Spitfire PR.XIX	BBMF	"Black"	Coningsby	16.7
ZD718	BH	Tornado GR.1	14 Sqdn	"VCR 27"	Bruggen	17.7
ZE287	AE	Tornado F.3	229 OCU/65 Sqdn	"Rambo 1"	Coningsby	17.7
ZE156	AM	Tornado F.3	229 OCU/65 Sqdn	"Rambo 2"	Coningsby	17.7
ZE168	AO	Tornado F.3	229 OCU/65 Sqdn	"Rambo 3"	Coningsby	17.7
ZE209	BC	Tornado F.3	29 Sqdn	"Buzzard 01"	Coningsby	17.7
ZD951		Tristar K.1	216 Sqdn	"Embassy 823"	Brize Norton	14.7
WL679		Varsity T.1	RAE Farnborough	"Nugget 56"	Farnborough	17.7
XV106		VC-10 C.1	10 Sqdn	"Ascot 838"	Brize Norton	16.7
[named "Thomas Mottershead VC"; departed Sunday afternoon]						
ZE601		Viking T.1	625 VGS	[by road from South Cerney 17.7]		
XN558		Vulcan B.2	Vulcan Disp. Team	"Vulcan 01"	Waddington	17.7
XW907	'CU/40'	Gazelle HT.2	705 Sqdn	"Sharks"	Culdrose	17.7
XW884	'CU/41'	Gazelle HT.2	705 Sqdn	"Sharks"	Culdrose	17.7
XW871	'CU/44'	Gazelle HT.2	705 Sqdn	"Sharks"	Culdrose	17.7
XW854	'CU/46'	Gazelle HT.2	705 Sqdn	"Sharks"	Culdrose	17.7
XW845	'CU/47'	Gazelle HT.2	705 Sqdn	"Sharks"	Culdrose	17.7
ZD567	'-636'	Lynx HAS.3	702 Sqdn	"Navy 636"	Portland	17.7
ZL129	'-139'	Sea King HAS.5	826 Sqdn	"Navy 139"	Culdrose	17.7
XN244		Auster AOP.9	AAC Historic Flt	"AAC Combine"	Middle Wallop	17.7
XX457	H	Gazelle AH.1	ARMS	"Embassy 10"	Middle Wallop	17.7
XZ340	T	Gazelle AH.1	ARMS	"AAC Combine"	Middle Wallop	17.7
Z4771	Z	Gazelle AH.1	ARMS	"AAC Combine"	Middle Wallop	17.7
XZ480	F	Lynx AH.1	LCP	"AAC Combine"	Middle Wallop	17.7
ZD279	L	Scout AH.1	666 Sqdn	"AAC Combine"	Middle Wallop	17.7
XN512	Q	Scout AH.1	666 Sqdn	"AAC Combine"	Middle Wallop	17.7
XT466	Z	Scout AH.1	666 Sqdn	"AAC Combine"	Middle Wallop	17.7
XT131	B	Sioux AH.1	AAC Historic Flt	"AAC Combine"	Middle Wallop	17.7
XT141	(8509H)	Sioux AH.1	AMS	[arr. by road from Brize Norton]		
XL814		Skeeter AOP.12	AAC Historic Flt	"AAC Combine"	Middle Wallop	17.7
AL20-627		Boeing 707-338C	RAAF/33 Sqdn	"Aussie 273"	Brize Norton	14.7
[named "Windsor Town"]						
A97-159		C-130E	RAAF/37 Sqdn	"Aussie 282"	Lyneham	14.7
A9-753		P-3C	RAAF/10 Sqdn	"Aussie 293"	Valkenburg	16.7
CH07		C-130H	FAB/20 Sm	"Embassy 07"	Nelsbroek	14.7
BA05		Mirage 58A	FAB/1 Sa	"EB 315"	Bleret	17.7
BA33		Mirage 58A	FAB/1 Sa	"EB 315"	Bleret	17.7
[special colour-scheme; black & yellow overall with large white thistle on fin]						
188733		CF-18A	CAF/409 Sqdn	"Hawk 45"	Sollingen	17.7
136227		CH-136 Kiowa	CAF/444 Sqdn	"Viper 04"	Hereford	17.7
136237		CH-136 Kiowa	CAF/444 Sqdn	"Viper 04"	Hereford	17.7
1428014		CC-142 Dash 8	CAF/412 Sqdn	"CAM 4553"	Lahr	17.7
996		C-130H	CHAF/Grupo 10	"CHAF 996"	Abingdon	15.7
1 (c/n 2231)		Pitts S.2A	CHAF "Halcones"	"Halcones"	Abingdon	15.7
2 (c/n 2232)		Pitts S.2A	CHAF "Halcones"	"Halcones"	Abingdon	15.7
3 (c/n 2256)		Pitts S.2A	CHAF "Halcones"	"Halcones"	Abingdon	15.7
4 (c/n 2271)		Pitts S.2A	CHAF "Halcones"	"Halcones"	Abingdon	15.7
5 (c/n 3013)		Pitts S.2A	CHAF "Halcones"	"Halcones"	Abingdon	15.7
AT-017		A-35XD Draken	RDANAF/Esq725	"DanAF 3161"	Karup	17.7
AT-154		Sk-35XD Draken	RDANAF/Esq725	"DanAF 3161"	Karup	17.7
F202	64-GB	C-160MG Transall	French AF/ET-64	"PM 0401"	Evreux	17.7
110	AS	Nord 262	French AF/ETE-44	"PM 0850"	Solenzara	17.7



743 63-CZ Twin Otter French AF/ET-63 "FM 2238" Villacoublay 18.7  
 [The Nord 262 and Twin Otter both supported the French AF "Phoenix" parachute team]  
 69 Super Etendard French Navy/11F "FXCKC" Landivisiau 17.7  
 6 F-8E(FN) French Navy/12F "FXCKC" Landivisiau 17.7  
 29 F-8E(FN) French Navy/12F "FXCLP" Landivisiau 17.7  
 IT Alize French Navy/4F "FXCDE" Lorient 17.7  
 [both Crusaders and the Alize were in the new low-vis charcoal grey scheme]  
 31 Atlantic French Navy/23F "FA 077" Lorient 17.7  
 101 Falcon 10MER French Navy/57S "FYETH" Landivisiau 17.7  
 162 Super Frelon French Navy/32F "FXCBM" Lanveoc 17.7  
 MM62135 RS-21 Fiat G.222 AMI/311 Gruppo "India 2135" Camerai 14.7  
 [used radio call-sign "Spera 21" for all local flying from Fairford]  
 MM54537 0 Macchi MB.339A AMI/313 Gruppo "India 4477" Rivolto 17.7  
 MM54532 1 Macchi MB.339A AMI/313 Gruppo "India 4477" Rivolto 17.7  
 MM54484 2 Macchi MB.339A AMI/313 Gruppo "India 4477" Rivolto 17.7  
 MM54475 3 Macchi MB.339A AMI/313 Gruppo "India 4477" Rivolto 17.7  
 MM54477 4 Macchi MB.339A AMI/313 Gruppo "India 4477" Rivolto 17.7  
 MM54486 5 Macchi MB.339A AMI/313 Gruppo "India 4477" Rivolto 17.7  
 MM54551 6 Macchi MB.339A AMI/313 Gruppo "India 4477" Rivolto 17.7  
 MM54475 7 Macchi MB.339A AMI/313 Gruppo "India 4477" Rivolto 17.7  
 MM54480 8 Macchi MB.339A AMI/313 Gruppo "India 4477" Rivolto 17.7  
 MM54536 9 Macchi MB.339A AMI/313 Gruppo "India 4477" Rivolto 17.7  
 MM54482 10 Macchi MB.339A AMI/313 Gruppo "India 4477" Rivolto 17.7  
 [forming the "Frece Tricolori" aerobatic team]  
 MM55002 I-41 Tornado AMI/TTTE "GTH 49" Cortesmore 17.7  
 346 C-130H R/JordAF/3 Sqn "RJAF 346" Valley 13.7  
 107 Mirage F.1EJ R/JordAF/25 Sqn "Green Section" Valley 13.7  
 109 Mirage F.1EJ R/JordAF/25 Sqn "Green Section" Valley 13.7  
 1150 (c/n 118) CASA C.101 R/JordAF/CASA "Yankee 01" Getafe 14.7  
 CNABG (c/n 183) CAP.108 RMAF/Green March "CNAND" Le Bourget 13.7  
 CNABH (c/n 184) CAP.108 RMAF/Green March "CNAND" Le Bourget 13.7  
 [arrived with supporting RMAF Kingair CNAND which returned to Le Bourget on 15.7]  
 LX-M90451 E-3A NATO/AEW Force "NATO 28" Gellenkirchen 17.7  
 J-204 F-16A KLu/315 Sqn "Mission 2999" Twenthe 17.7  
 J-211 F-16B KLu/315 Sqn "Mission 2999" Twenthe 17.7  
 K-3041 NF-5A KLu/313 Sqn "Mission 2999" Twenthe 17.7  
 K-4001 NF-5B KLu/313 Sqn "Mission 2999" Twenthe 17.7  
 C-4 Fokker F.27M KLu/334 Sqn "NAF 90" Soesterberg 14.7  
 A-350 Alouette III KLu/GpLV "Grasshoppers" Manston 16.7  
 A-351 Alouette III KLu/GpLV "Grasshoppers" Manston 16.7  
 A-390 Alouette III KLu/GpLV "Grasshoppers" Manston 16.7  
 A-398 Alouette III KLu/GpLV "Grasshoppers" Manston 16.7  
 A-465 Alouette III KLu/GpLV "Grasshoppers" Manston 16.7  
 303 V P-3C MLD/320 Sqn "RNN 358" Valkenburg 17.7  
 278 K SH-14C Lynx MLD/860 Sqn "RNN 2" Bentwaters 17.7  
 NZ7272 Boeing 727-22C RNZAF/40 Sqn "KIWI 914" Brize Norton 14.7  
 135 F-5B RNoAF/336 Skv "Mission 5005" Kinloss 17.7  
 387 F-5B RNoAF/336 Skv "Mission 5005" Kinloss 17.7  
 275 F-16A RNoAF/332 Skv "Mission 5001" Rygge 17.7  
 279 F-16A RNoAF/332 Skv "Mission 5001" Rygge 17.7  
 670 F-16A RNoAF/334 Skv "Mission 5685" Bodo 17.7  
 689 F-16B RNoAF/331 Skv "Mission 5685" Bodo 17.7  
 2401 T-37C PortAF/Esq 102 "PAF 1450" Cambrai 15.7  
 2406 T-37C PortAF/Esq 102 "PAF 1450" Cambrai 15.7  
 2421 T-37C PortAF/Esq 102 "PAF 1450" Cambrai 15.7  
 2429 T-37C PortAF/Esq 102 "PAF 1450" Cambrai 15.7  
 2430 T-37C PortAF/Esq 102 "PAF 1450" Cambrai 15.7  
 [forming the "Asas de Portugal" aerobatic team]  
 6805 C-130H PortAF/Esq 501 "PAF 1584" Cambrai 15.7  
 E25-10 79-10 CASA C.101 EdA/Ala 79 "FAE 7240" San Javier 16.7  
 E25-14 79-14 CASA C.101 EdA/Ala 79 "FAE 7215" San Javier 16.7  
 E25-18 79-18 CASA C.101 EdA/Ala 79 "FAE 7240" San Javier 16.7

E25-19 79-19 CASA C.101 EdA/Ala 79 "FAE 7240" San Javier 16.7  
 E25-22 79-22 CASA C.101 EdA/Ala 79 "FAE 7215" San Javier 16.7  
 E25-23 79-23 CASA C.101 EdA/Ala 79 "FAE 7215" San Javier 16.7  
 E25-26 79-26 CASA C.101 EdA/Ala 79 "FAE 7240" San Javier 16.7  
 E25-41 79-41 CASA C.101 EdA/Ala 79 "FAE 7215" San Javier 16.7  
 [forming the "Aguila" aerobatic team]  
 T128-20 35-04 CASA C.212 EdA/Ala 35 "FAE 7104" San Javier 16.7  
 T128-41 79-94 CASA C.212 EdA/Ala 79 "FAE 3218" Zaragosa 16.7  
 84001 841 C-130E Swedish AF/F7 "Swedic 841" Satenas 14.7  
 20-08 F-104G WGAF/ErpSt-61 "Dixie 32" Manching 17.7  
 35-125 RF-4E WGAF/AKG-51 "Extra 25" Bremgarten 16.7  
 35-199 RF-4E WGAF/AKG-51 "Extra 25" Bremgarten 16.7  
 37-36 F-4F WGAF/JG-74 "GAF 3736" Neuburg 17.7  
 37-96 F-4F WGAF/JG-74 "GAF 3736" Neuburg 17.7  
 37-54 F-4F WGAF/JG-35 "Solid 17" Pferdsfeld 17.7  
 37-71 F-4F WGAF/JG-71 "Baron 01" Wittmundhaven 17.7  
 40-485 AlphaJet WGAF/JG-43 "Mission 1689" Oldenburg 17.7  
 40-95 AlphaJet WGAF/JG-43 "Mission 1689" Oldenburg 17.7  
 44-16 Tornado WGAF/JG-31 "Mission 2100" Norvenich 17.7  
 50-095 C-160D Transall WGAF/LTG-62 "GAF 314" Bravdy 16.7  
 58-54 Do28D WGAF/AKG-51 "DCN 2614" Bremgarten 16.7  
 99-35 Canberra B.2 WGAF/M1GeoAMT "GAF 9935" Cologne 17.7  
 45-51 Tornado WGN/MPG-2 "Mission 4666" Eggebek 17.7  
 45-52 Tornado WGN/MPG-2 "Mission 4666" Eggebek 17.7  
 61-10 Atlantic WGN/MPG-3 "Mission 4711" Nordholz 17.7  
 72-174 UH-1D Heer/LeHfTR-10 "Mission 1040" Koksijde 17.7  
 84-85 CH-53G Heer/BIPT-15 "Mission N40" Manston 17.7  
 86-52 Bo105P Heer/PAR-16 "Mission 1040" Manston 17.7  
 88-05 Bo105P Heer/BFVS "Mission N40" Koksijde 17.7  
 [the HPVS is a Heeresflieger helicopter trials unit based at Celle]  
 133722/NX1337A F4U Corsair L.Walton "N37A" Duxford 16.7  
 164/G-8KGL Beech 18 G.Warner "G-8KGL" Duxford 17.7  
 AR501/G-AWII Spitfire Shuttleworth "G-AWII" Old Warden 17.7  
 W2507/G-VTII Vampire T.11 R.Deane "Twinboom Duo" Cranfield 17.7  
 WR410/G-BLKA Venom FB.54 R.Deane "Twinboom Duo" Cranfield 17.7  
 G-GONE Venom FB.50 P.Meeson "G-GONE" Bournemouth 17.7  
 G-HUEY/AE-413 UH-1H IAT "G-HUEY" Odiham 13.7  
 F-BB00 Hurel-Dubois HD34 IGN "F-BB00" Etampes 17.7  
 G-BFTU Belfast C.1 Heavylift "G-BFTU" Stansted 16.7  
 G-BLRN Devon C.2/2 DH104 Association "G-BLRN" Rotterdam 17.7  
 G-CAYL Lear 35A AA "G-CAYL" Coventry 17.7  
 G-ZLIN Zlin 526 V.Norman "G-ZLIN" Kemble 16.7  
 HB-AHC SAAB SF.340 Crossair "LX 6358" Berne 17.7  
 HB-LOR Aztec 250E B.Stocker "HB-LOR" Le Touquet 16.7  
 PH-NL2 Metroliner II NLR "PH-NL2" Amsterdam 17.7  
 OY-ATP Navajo Chieftain Private "OY-ATP" Odense 17.7  
 JY-RJL 1 Pitts S.25 Royal Falcons "Royal Falcons" Valley 13.7  
 JY-RJO 2 Pitts S.25 Royal Falcons "Royal Falcons" Valley 13.7  
 JY-RJN 3 Pitts S.25 Royal Falcons "Royal Falcons" Valley 13.7

Additional KC-135A's on temporary duty with the 11thSG at the beginning of the week comprised 1476 (305thBW, to Brize 15.7), 23517 (7thBW, to Riyadh 13.7), 38029 (380thBW, to Riyadh 13.7) & 14840 (380thBW, to Brize 15.7). 00315 (2ndBW) returned from Riyadh on 14.7 but left for Mildenhall the following day, while 00349 (509thBW) arrived from Zaragosa on 20.7.

Touring display aircraft on the Saturday (18.7) comprised Concorde G-ROAB of British Airways; Stearman N54922; Gladiator L8032 (G-AMRX); Zlin Z50L G-250L; Sea Fury T.20 W6655 'GN/910' and Firefly AS.5 WB271 'R/204' of the RNHF; C-5A 004654 436thMAW; XV250 Niarod MR.2 Kinloss Wing; XR810 VC-10 C.1 10 Sqn; XV181 Hercules



C.1 LTV ("Bushe" drop); XV201 Hercules C.1K LTV and XV306 Hercules C.1P LTV (AAR demo). The impressive 15-aircraft LTV Hercules flypast comprised XV176 (C.3), XV306 (C.1P), XV300 (C.1P) first wave, XV307 (C.3), XV201 (C.1K), XV204 (C.1K) second wave, XV193 (C.3P), XV183 (C.3), XV301 (C.3P) third wave, XV199 (C.3), XV181 (C.1), XV187 (C.1K) fourth wave, XV197 (C.3), XV222 (C.3), XV188 (C.3) fifth wave. The display Hawk T.1 (XX159) left for Lyneham at the end of its display then returned here from Brawdy later in the evening, the "Red Arrows" were absent at Lee on Solent for part of the afternoon, while the Chinook HC.1 (ZA717) was used to ferry the Shackleton ground-crew to Brize in the evening. British International Helicopters operated a helicopter shuttle service between Fairford and Wroughton using S-61N's G-AYOM, G-BEWL and G-30 G-OAS which all arrived Saturday morning and left Sunday evening. Nationwide's balloon G-BMYN was inflated in the arena area.

As mentioned earlier, the display on Sunday (19.7) was considerably disrupted by the weather and few touring aircraft even attempted to reach Fairford. Those that succeeded comprised Nimrod NR.2 XV250 Kinloss Wing, Gladiator LA032 (G-AMRK), Stearman H54922 and Boeing 747 VH-EBK of Qantas. The C-5A would have been 004655 again but the crew elected to continue their journey from Mildenhall to Dover AFB without performing at the show. Lyneham's mass Hercules flypast also got airborne but returned to base when the weather deteriorated.

IAT took over the airfield from 14.7 until 20.7. Visitors over that period are listed below:

14.7	40166	C-12F	58thMAS	"Spar 91"	Alconbury/Alconbury
	40085	C-21A	58thMAS	"Spar 86"	Ramstein/Ramtham
	*LX-N90459	E-3A	NATO AEW	"NATO 12"	G'kirchen/G'kirchen
	XV196	Hercules C.1P	LTV	"CVU 12"	Lyneham/Lyneham
	XV200	Hercules C.1P	LTV	"Ascot 911"	Lyneham/Lyneham
	XV295	Hercules C.1	LTV	"Ascot 901"	Lyneham/Lyneham
	XV298	Hercules C.1P	LTV	"CVU 11"	Lyneham/Lyneham
	XW234/CO	Puma HC.1	33 Sqn	"Embassy 29"	Odiham/Odiham
[also AAR demo practice by Hercules C.1K's XV201 & XV203 plus formation flypast by Hercules XV193 (C.3P), XV203 (C.1K), XV182 (C.1P) first wave, XV197 (C.3), XV201 (C.1K), XV206 (C.1P) second wave, XV304 (C.3P), XV302 (C.3), XV207 (C.3) third wave, XV307 (C.3), XV298 (C.1P), XV196 (C.1P) fourth wave, XV301 (C.3P), XV179 (C.1P), XV295 (C.1) fifth wave. XV187 (C.1P) acted as shepherd a/c.]					
15.7	XW234/CO	Puma HC.1	33 Sqn	"Embassy 29"	Odiham/Odiham
16.7	16	Nord 262	FW/25	"FYDAP"	Landivisiau/Lorient
	*LX-N90445	E-3A	NATO AEW	"NATO 23"	G'kirchen/G'kirchen
	XV196	Hercules C.1P	LTV	"WDX 19"	Lyneham/Lyneham
	G-AYJR	Cherokee 140	Brize Flying Club	"G-AYJR"	Brize/Brize
	G-ZSOL	Zlin Z50L	V.Norman	"G-ZSOL"	Kemble/Kemble
17.7	XV181	Hercules C.1	LTV	"UBJ 903"	Lyneham/Lyneham
	XW234/CO	Puma HC.1	33 Sqn	"Embassy 29"	Odiham/Odiham
	XZ930	HS125 srs.18	RAE Bedford	"Blackbox 5"	Bedford/Bedford
	ZF521	NavaJo	RAE F'borough	"Nugget 10"	F'boro/F'boro
	XP849	Scout AH.1	ETPS	"Tester 52"	Boscombe/Boscombe
	XZ939/Z	Gazelle HT.3	ETPS loan	"Tester 57"	Boscombe/Boscombe
	XZ933/T	Gazelle HT.3	CFS	"SYN 51"	Shawbury/Shawbury
	G-AKAW	Cessna 421	HeavyLift	"G-AKAW"	Stansted/Stansted
	G-BRIF	Astec	Northern Exec	"G-BRIF"	Manchester/Manchester
	G-BFRM	Citation	Marshall	"G-BFRM"	Cambridge/Cambridge
	G-BRIF	Squirrel	Colt	"G-BRIF"	Cirencester/Cirencester
	[C-130H HM61999/46-13 supporting the "Freccia Tricolori" diverted into Brize]				
18.7	40162	C-12F	58thMAS	"Spar 94"	Ramstein/Upper Heyford
	40086	C-21A	58thMAS	"Spar 87"	Ramstein/Ramstein
	[night-stopped, departing 19.7]				
	XV195	Hercules C.1P	LTV [Falcons]	"Ascot 4977"	Brize/Northolt
	XV199	Hercules C.3	LTV	"Ascot 901" (pm)	Lyneham/Lyneham
	XV214	Hercules C.3P	LTV	"Ascot 901" (am)	Lyneham/Lyneham
	XW234/CO	Puma HC.1	33 Sqn	"Embassy 29"	Odiham/Odiham
	XS789	Andover CC.2	32 Sqn	"Ascot 1729"	Northolt/Northolt

18.7	XV732	Wessex HCC.4	Queen's Flight "Kitty 6"	fm/to Kensington Palace
	F-GDEP	Robin	Fanatique de l'Aviation	Le Touquet/Le Touquet
	[night-stopped, departing 19.7]			
	G-AMPY	DC-3	Air Atlantique	"G-AMPY" Coventry/Coventry
	G-AMSV	DC-3	Air Atlantique	"G-AMSV" Coventry/Coventry
	G-AZGB	Astec	Private	"G-AZGB" Blackbushe/Blackbushe
	G-BFRM (x 2)	Citation	Marshall	"G-BFRM" Cambridge/Cambridge
	G-BLEV	Squirrel	Private	"G-BLEV" Batterside/Batterside
	G-BRIF (x 3)	Squirrel	Colt	"Colt 01" Cirencester/Brize
	G-BATA	Bandeirante	Connectair	"CAK 263" Gatwick/Gatwick
	G-JJCB	Bae125	RAE	"G-JJCB" Hatfield/Hatfield
	G-OLIN	Seneca	Private	"G-OLIN" Stansted/Stansted
	PH-CHD	Fokker F-28	NLM	"IN 4357/67" Schiphol/Schiphol
	PH-KFE	Fokker F-27	NLM	"IN 4337/47" Schiphol/Schiphol
19.7	XV195	Hercules C.1P	LTV [Falcons]	"Ascot 4977" Northolt/Liverpool
	XV199 (x 2)	Hercules C.3	LTV	"Ascot 901" Lyneham/Lyneham
	XW234/CO	Puma HC.1	33 Sqn	"Embassy 29" Odiham/Odiham
	XS794	Andover CC.2	32 Sqn	"Ascot 1729" Northolt/Northolt
	XW852	Gazelle HT.3	32 Sqn	"Ascot 1001" Upavon/Upavon
	G-AMSV	DC-3	Air Atlantique	"G-AMSV" Coventry/Coventry
	G-BFRM (x 2)	Citation	Marshall	"G-BFRM" Cambridge/Cambridge
	G-BLEV	Squirrel	Private	"G-BLEV" Ken. Palace/Strowd
	G-JJCB	Bae125	RAE	"G-JJCB" Hatfield/Hatfield
	G-OFRN	Cessna 421	FR Ltd	"G-OFRN" Bournemouth/Bournemouth
	Astec	Private	"G-WEBB" Brnds Hatch/Brnds Hatch	
	G-OZOI	Cessna 182	Private	"G-OZOI" Staverton/Staverton
	JY-HKJ	Tristar 500	Kingdom of Jordan	"RJ 500" Heathrow/Heathrow
	TH-DRX	MJ-2	Private	"TH-DRX" Rotterdam/Rotterdam
	PH-KFE	Fokker F.27	NLM	"IN 4377/87" Schiphol/Schiphol
	PH-KFC	Fokker F.27	NLM	"IN 4417/27" Schiphol/Schiphol
	PH-KFL	Fokker F.27	NLM	"IN 4397/4407" Schiphol/Schiphol
20.7	MM61999/46-13	C-130H	AM1/46-8A	"India 2132" Pisa/Pisa
	37-45	F-4F	WGAFF/JG-36	"GAF 3745" Hopsten/Hopsten
	84-03	CH-53G	Heer/MHFT-15	"GAR 8403" Manston/Manston
	XX188	Hawk T.1	1 TWU	"BDV 16" Brawdy/Brawdy
	WB586/A	Chipmunk T.10	6 AEF	"ABF 71" Abingdon/Abingdon
	ZF520	NavaJo	RAE F'borough	"Nugget 20" F'boro/F'boro
	ZF622	NavaJo	AAEE	"Evergreen 12" Boscombe/Boscombe
	XZ939/Z	Gazelle HT.3	ETPS loan	"Evergreen 88" Boscombe/Boscombe
	XZ936	Gazelle HT.3	ETPS	"Tester 59" Boscombe/Boscombe
	XW930	HS125 srs.18	RAE Bedford	"Blackbox 5" Bedford/Bedford
	ZA771/Z	Gazelle AH.1	ARMS	"AAC 084" Wallopp/Wallopp

Most display aircraft departed safely either on the Sunday evening or during the course of the Monday, although a few (notably the Jordanians, Moroccans and the Portuguese) did not plan to leave until the Tuesday or later. There were inevitably some sick aeroplanes, including the NFVS Bol05P (spares brought in by F-4F) and the MHFT-15 CH-53G (new rotor blade arrived by CH-53G), but the final total of aircraft failed to spend an extra night here against their expectations was much less than two years ago. One of these casualties was the 2ndSW KC-10A which aborted take-off, necessitating an in-flight diversion to Lakenheath of its two chicks (the 509thBW FB-111A's) which had taken off just before it. The Portuguese contingent did escape as planned on the Tuesday but one of their T-37C's developed a fault en-route and the team plus supporting C-130H were forced into an extra night-stop in the UK, this time at the unlikely location of Gatwick!

The Sir Douglas Bader Trophy, presented by Shell (UK) Ltd for the best flying demonstration, and the International Display Sword, presented by the Nationwide Building Society for the best flying demonstration by an overseas participant, both went to the "Grasshoppers". The Superkings Solo Jet Aerobatic Trophy, presented by Imperial Tobacco for the best solo jet demonstration, went to Flt Lt Paul Brown who flew the 229 OCU Tornado F.3. The "Skylift" concours d'elegance trophy went to Lt Col Seidt and his Ohio ANG KC-135E crew (they won the same trophy two years ago!).