Shuttleworth

Military Pageant 2013

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Pictures:	Urs Schnyder

Bristol M.1C (Picture courtesy Urs Schnyder)

This year the Shuttleworth Military Pageand didn't take place on the same weekend as the Waddington airshow. It was presumably held on the 30th of June the weekend before Waddington in order to attract a bigger audience since it was the only airshow on that date.
This year Old Warden profited from glorious weather. In fact it was the first time since I can remember that the weather actually got better the further the day went on.
Despite the fantastic weather, the wind was too strong to permit the Edwardian and World War 1 aircraft from flying. Since the Collection never put any of their aircraft at risk (rightly so) the most historic section of the show had to be cancelled.

Aerobatics

Unusually, the display started off with a Yak-52 which was put trough its paces.

Jakovlev Jak 52 (Picture courtesy Urs Schnyder)

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STOL

The Auster AOP, Fieseler Storch and the Westland Lysander showed off their short take off capabilities. With a bit of headwind the Storch actually managed to stay in the air without any forward motion. And the Lysander with its distinctive shape opened a new page in aircraft recognition according to the speaker. There were now the Lysander and then everything else.

Avro Auster AOP-2 (Picture courtesy Urs Schnyder)

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Fieseler Storch (Picture courtesy Urs Schnyder)

Westland Lysander (Picture courtesy Urs Schnyder)

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WW2

The Shuttleworths sea Hurricane and the PR Mk. XI Spitfire formed up for some formation pass followed by individual displays by both aircraft before they landed.
A Polikarpov Pe-2 and the Lysander were displaying as part of the WW2 area.

Hawker Sea Hurricane (Picture courtesy Urs Schnyder)

Hawker Sea Hurricane (Picture courtesy Urs Schnyder)

SupermarineSpitfire XI (Picture courtesy Urs Schnyder)

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SupermarineSpitfire XI (Picture courtesy Urs Schnyder)

Hawker Sea Hurricane and SupermarineSpitfire XI (Picture courtesy Urs Schnyder)

Hawker Sea Hurricane and SupermarineSpitfire XI (Picture courtesy Urs Schnyder)

Hawker Sea Hurricane and SupermarineSpitfire XI (Picture courtesy Urs Schnyder)

Polikarpov PO-2 (Picture courtesy Urs Schnyder)

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Battle of Britain Memorial Flight

This time it was only the Lancaster that gave a display before returning to Conningsby

Avro Lancaster (Picture courtesy Urs Schnyder)

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Avro Lancaster (Picture courtesy Urs Schnyder)

Trainers

Displaying together were the Miles Magister and the De Havilland Chipmunk which flew in formation, followed by the rarely seen piston Provost.

Avro 504 (Picture courtesy Urs Schnyder)

Miles Magister (Picture courtesy Urs Schnyder)

De Havilland Canada Chipmunk and Miles Magister (Picture courtesy Urs Schnyder)

De Havilland Canada Chipmunk and Miles Magister (Picture courtesy Urs Schnyder)

De Havilland Canada Chipmunk (Picture courtesy Urs Schnyder)

De Havilland Canada Chipmunk (Picture courtesy Urs Schnyder)

De Havilland Canada Chipmunk (Picture courtesy Urs Schnyder)

Hunting Provost (Picture courtesy Urs Schnyder)

Hunting Provost (Picture courtesy Urs Schnyder)

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Hunting Provost (Picture courtesy Urs Schnyder)

Silver Wings, the 30’s

This was of course the most numerous group of aircraft from a time when the RAF was the best flying club in the world. The Avro Tutor in the display colour’s of the central flying school. The unique Blackburn B2 side by side trainer. The Gloster Gladiator in 73 Squadron colours and the Hawker Hind. And of course a Tiger Moth to represent the most important trainer of that time.
There was also a Slingsby cadet glider that was towed aloft by the Shuttleworths Piper Cub

		Avro Tutor (Picture courtesy Urs Schnyder)	Avro Tutor (Picture courtesy Urs Schnyder)
Avro Tutor (Picture courtesy Urs Schnyder)	Avro Tutor (Picture courtesy Urs Schnyder)	Blackburn B2 (Picture courtesy Urs Schnyder)	Blackburn B2 (Picture courtesy Urs Schnyder)
Blackburn B2 (Picture courtesy Urs Schnyder)	Blackburn B2 (Picture courtesy Urs Schnyder)	Hawker Hind (Picture courtesy Urs Schnyder)	Hawker Hind (Picture courtesy Urs Schnyder)
Hawker Hind (Picture courtesy Urs Schnyder)	Hawker Hind (Picture courtesy Urs Schnyder)	Hawker Hind (Picture courtesy Urs Schnyder)	Hawker Demon (Picture courtesy Urs Schnyder)
De Havilland Tiger Moth (Picture courtesy Urs Schnyder)	De Havilland Tiger Moth (Picture courtesy Urs Schnyder)	Gloster Gladiator (Picture courtesy Urs Schnyder)	Gloster Gladiator (Picture courtesy Urs Schnyder)
Gloster Gladiator (Picture courtesy Urs Schnyder)	Gloster Gladiator (Picture courtesy Urs Schnyder)	Gloster Gladiator (Picture courtesy Urs Schnyder)	De Havilland Dh-89 Dragon Rapide (Picture courtesy Urs Schnyder)
Slingsby Kayded (Picture courtesy Urs Schnyder)	Piper Super Cub (Picture courtesy Urs Schnyder)	Piper Super Cub (Picture courtesy Urs Schnyder)	

50's

Contrasting with the previously displaying trainers in not only speed but also noise was the F-86 Sabre which barely managed to stay within the visual range of the audience when doing its turns after its different

high speed passes.
The T-28 Fennec in French colours represented the big radials of that time.
And there was a surprise visitor in the shape of the Hawker Hunter trainer that gave a short and free (for the organisers) display to end the days show.

North American F-86F Sabre (Picture courtesy Urs Schnyder)

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North American T-28 Fennec (Picture courtesy Urs Schnyder)

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North American T-28 Fennec (Picture courtesy Urs Schnyder)

North American T-28 Fennec (Picture courtesy Urs Schnyder)

Hawker Hutner T-7 (Picture courtesy Urs Schnyder)

Hawker Hutner T-7 (Picture courtesy Urs Schnyder)

Hawker Hutner T-7 (Picture courtesy Urs Schnyder)

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