THE ROYAL AIR FORCE CENTENARY FLYPAST 10 JULY 2018
Air Chief Marshal Sir Stephen Hillier
Chief of the Air Staff

“Our founders one hundred years ago would be astounded by our air and space capabilities today, and what we have achieved throughout our history. But they would also be reassured that the identity, ethos and self-belief that they breathed into the Royal Air Force at our birth remains as fresh and powerful today as then.”
Standing 1.3 metres high, with a base layer 1 metre x 1 metre, the RAF’s Centenary sherry and brandy fruit cake was inspired by Cpl Ian Mark, then a Chef Instructor at Food Services Training Squadron Air (FSTS(A)). Acting as the Project Officer and Head Chef responsible for the innovation and creation of the cake, Ian was assisted by FS Alun Davies and Cpl Davey-Smith, fellow instructors from FSTS(A) Worthy Down. Students from Ian’s Phase 2 Chef Basic Course also helped to make the cake’s base. Ian used the RAF100 motto Commemorate, Celebrate and Inspire as his theme and created period aircraft to celebrate the RAF’s achievements. All models were handmade from sugar paste, supported by wire wrapped in green, petal-paper hidden either by stripes or poppies. The red, white and blue stripes on the outside of the cake (from the bottom to the top of the cake) signify the coloured smoke of the Typhoon as it travels symbolically from 1918–2018. “It was a massive honour and privilege to have been asked to produce the cake for such a momentous occasion,” says Ian. “It was a steep learning curve and one which I will never forget.”

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As the Senior Responsible Owner for the delivery of the RAF100 Flypast in our Royal Air Force’s centenary year, it gives me great pleasure to open this brochure with a short reflection on the pinnacle of what was an outstanding campaign.

Underlining the core tenets of RAF100 of Commemorate, Celebrate and Inspire, I was left in no doubt that the Flypast did exactly that. We showcased to Her Majesty The Queen, the Government, our Nation and people around the world, an uncompromising demonstration of the broad nature of the Royal Air Force’s contribution to Air Power 100 years after the Service’s formation as the World’s first independent Air Force. From the commemorative aspects of the Battle of Britain Memorial Flight and the celebration of today’s RAF personnel across so many of our current fleets of aircraft to the inspirational sight of 22 Typhoons in a perfect ‘100’ formation, and, of course, our newest and most technologically advanced aircraft, the F-35 Lightning, the Flypast was an awe-inspiring spectacle. None of it would have been possible without the skills and determination of the men and women in this brochure.

Testament must also go to those who organised and planned this Flypast and to all who supported its success. What we all saw on the day was the final product of months of planning, engineering excellence, and practise. Delivered by the aircrew, they could not have achieved their goal without the dedication of their engineers, the skills of the Air Traffic Controllers, both military and civilian alike, and the collaboration of the Civilian Aviation Authority and the airfields and airports across the UK. In sum, this was a team effort reflecting the Royal Air Force of the past, the present, and undoubtedly of the future. I am immensely proud to have been involved with such a high-profile event and I trust you enjoy this superb brochure.
On 10 July 2018, exactly 100 years and 100 days after the formation of the world’s first independent Air Force, a large Flypast celebrating the Royal Air Force’s centenary year overflew Buckingham Palace in Central London for review by Her Majesty The Queen.

Comprising of 103 aircraft of 24 types, and more than 250 aircrew from 25 squadrons, the Flypast epitomised the ethos of the RAF. Every trade, role and specialisation combined to create a spectacle that commemorated the RAF’s glorious past, celebrated current achievements and will inspire future generations as the Royal Air Force enters its second century.

The Flypast – the largest formation of military aircraft over London in 30 years – operated from 14 RAF stations and 3 civilian airfields and had 19 spare aircraft, a stand-by air-to-air refuelling tanker and three weather check aircraft to ensure success. Utilising the largest ever Restricted Airspace put in place by the Civilian Aviation Authority, Air Traffic Control agencies communicated with the aircraft on more than 50 unique radio frequencies from 18 different locations, with the Flypast converging on Buckingham palace at 13.00 hours local time.

All 103 aircraft closed to within a 9 minute 15 second, 15km-long stream before splitting and overflying the Runnymede Memorial, the RAF Museum at Hendon, London’s Heathrow Airport and Windsor Castle. More than half of the participating types were concurrently involved on operations in the UK and overseas.

This specially produced publication provides an historical record of those who participated in bringing together the Flypast and will go some way to demonstrate the breadth and depth of planning and organisation involved in delivering such a momentous event.
The RAF100 Parade was commanded by Group Captain Anne-Marie Houghton, the first female navigator in the Royal Air Force. The Centenary Parade comprised 1,000 personnel and represented the diverse roles performed by the RAF during our first century. Music was provided by The Central Band of the Royal Air Force, The Band of the Royal Air Force Regiment, The Band of the Royal Air Force College and The Royal Air Force Pipes and Drums.

The parade also featured a Guard of Honour, the seven Royal Air Force Queen’s Colours, the Service’s 55 Squadron Standards and four Escort Squadrons, each including one Officer, 20 Senior Non-Commissioned Officers and 100 other ranks.

QUEEN’S COLOUR
Held in custody for the Royal Air Force in the United Kingdom by The Queen’s Colour Squadron, the Queen’s Colour for the Royal Air Force in the United Kingdom comprises Royal Air Force blue silk, with fringe, cord and tassels of mixed blue and white. It bears the Royal Cypher in the centre between the Union Flag and three roundels – red upon white upon blue.
Top: Image by Sgt P J George
Bottom: Image by Christopher Yarrow
ROYAL AIR FORCE CENTENARY FLYPAST

Top: Royal Air Force Pipes and Drums. Image by Cpl Scott Robertson
Middle Left: Parade Commander, Gp Capt Anne-Marie Houghton. Image by Kate Rutherford
Middle Right: Image by Hayley Ward
Bottom Left: Image by Sgt P J George
Bottom Right: Feu de joie. Image by Cpl Scott Robertson
AIRCRAFT: THE PLAYERS

3x Puma HC Mk 2
6x Chinook HC Mk 4/Mk 6

2x Juno HT Mk 1
1x Jupiter HT Mk 1
1x BBMF Dakota C Mk 3
1x BBMF Lancaster B1

3x BBMF Spitfire
2x BBMF Hurricane
3x Prefect T Mk 1
9x Tucano T Mk 1

2x Shadow R Mk 1
2x Hercules C Mk 4/C Mk 5
1x Atlas C Mk 1
1x C-17A Globemaster III
1x BAe 146 CC Mk 2
1x Sentinel R Mk 1
1x Voyager KC Mk 2
1x Rivet Joint RC-135W
1x Sentry AEW Mk 1
9x Hawk T Mk 1

9x Hawk T Mk 2

9x Tornado GR Mk 4

3x Lightning F-35B
22x Typhoon FGR Mk 4/T Mk 3

9x Red Arrows

Airframe:

XW217, XW199, ZJ956 (Vortex)
ZK561, ZK559, ZD574, ZA704, ZA683, ZA670 (Vortex)
ZMS18, ZM519 (Spectre)
ZMS00 (Spectre)
ZA947 (Dakota)
PA474 (Memorial)
MK356, TE311, PS915 (Memorial)
PZ865, LF363 (Memorial)
ZM305, ZM306, ZM319 (Warboys)
ZFS90, ZF239, ZF512, ZF348, ZF407, ZF412, ZF287, ZF374, ZF291 (Swift)
ZZ417, ZZ418 (Snake)
ZB887, ZB868 (Zorro)
ZM416 (Grizzly)
ZZ172 (Blackcat)
ZE700 (Blackcat)
ZJ692 (Snapshot)
ZZ330 (Tartan)
ZZ665 (Goose)
ZH103 (Sentry)
XX246, XX205, XX321, XX303, XX348, XX255, XX202, XX318, XX339 (Aggressor)
ZK020, ZK012, ZK025, ZK013, ZK030, ZK010, ZK028, ZK032, ZK031 (Ninja)
ZD849, ZA543, ZD792, ZG775, ZA585, ZA588, ZA597, ZA546, ZG752 (Monster)
ZM145, ZM147, ZM148 (Gibson)
ZK354, ZK319, ZK320, ZK314, ZK308, ZJ942, ZJ802, ZJ916, ZJ920, ZJ950, ZK306, ZK307, ZK310, ZK312, ZK316, ZK342, ZK383, ZJ939, ZK301, ZK357, ZK318, ZK304 (Warlord, Triplex, Cobra)
XX219, XX244, XX245, XX278, XX310, XX311, XX319, XX322, XX325 (Hawk)
The Flypast of ‘Windsor Formation’ on the 10 July 2018 drew together all three goals of the Royal Air Force in its 100th year – to Commemorate, Celebrate and Inspire. The composition and size of the Flypast is truly momentous and worthy of the world’s first independent Air Force. It is comprised of virtually every platform that the RAF currently operates, but to safely and efficiently generate such a spectacle, an incredible amount of planning over the previous 12 months has been completed.

The Flypast’s Project Officer was Wing Commander Kevin Gatland, Chief of Staff at the Tornado GR4 Force Headquarters operating from RAF Marham.

Wing Commander Gatland has been responsible for all elements of coordination for the project, drawing operational and instructional experience as a Tornado GR4 Navigator to pull together all of the necessary components, both military and civilian. Before detailed planning could commence, engagement across the RAF was required to ascertain feasibility on the size, duration and formations of the Flypast, which aircraft types and squadrons would participate, and the final order of aircraft.

This extraordinary number of aircraft – more than four times as large as the annual Queen’s Birthday Flypast – required detailed liaison and integration.
with the Civil Aviation Authority to ensure that huge areas of busy and congested UK airspace were safely de-conflicted, while retaining maximum civilian usage and flexibility to continue operating into the national, regional and minor aerodromes in the South of England.

OPERATIONS AND CONTROL
Significantly, the cooperation of London Heathrow, London City Airport and numerous civilian airfields was critical to formulating a workable ‘concept of operations’ for the Flypast. All of this liaison had to be documented and approved and set out in an ‘Operation Order’ and distributed to all involved from the RAF’s Chief of the Air Staff down to the most junior rank working in air traffic control or an operations room, as well as a myriad of civilian organisations.

Once the concept of operations of the Flypast had been agreed, Wing Commander Gatland along with Squadron Leader Matt Axcell and Squadron Leader Mo Abdallah commenced the task of detailed ‘tactical-level’ planning of individual aircraft and formation routes. Squadron Leader Axcell and Squadron Leader Abdallah, of 31 Squadron, who operate the Tornado GR4 from RAF Marham were also assigned the prestigious callsign of ‘Windsor Lead’ for 10 July 2018.

After numerous meetings, and following the concept of a safe ‘chock-to-chock plan’, the team painstakingly and meticulously specifying every individual aircraft’s route and timing from the first turn of a propeller or turbine to ‘wheels stop’ on landing. The plan was constantly iterated as new information was obtained from both the squadrons involved, as well as the expert guidance of the RAF air traffic control team.

Led by Squadron Leader Lorraine Hawthorne and Warrant Officer Mel Young, a robust communications plan was required that incorporated the RAF and civilian controllers at the National Air Traffic Services control room as well as wider military and civilian controllers at airfields across the UK.

The controllers were responsible for the safe and expeditious passage of the aircraft flying over London, but also played a crucial role in bringing over a hundred aircraft together as one formation.

Top: Sqn Ldr Mahmoud Abdallah planning with Flypast crews. Image by Cpl Steve Buckley
Right: Graphic by Wayne Protheroe
in East Anglia before safely dispersing and routing them back to their home airfields across the UK.

**ROUTES AND OVERFLY**

Intricate formation planning was held at RAF High Wycombe and RAF Marham where individual formation lead aircrew were brought together and the aircraft routes were finalised prior to the release of the ‘Flypast Operation Order’. Additional sites were selected to have elements of the Flypast overfly. These included the Northerly runway at Heathrow Airport, the RAF Memorial at Runnymede, Windsor Castle and the RAF Museum at Hendon. Each of these locations required additional comprehensive planning and coordination.

The planning phase was concluded on 28 June when the team presented one of the most complicated and detailed UK multi-formation plans ever devised, to the Senior Responsible Owner for the Flypast, Air Vice-Marshal Gerry Mayhew (then Air Officer Commanding, No 1 Group, now Assistant Chief of the Air Staff). With his approval, the task of turning the ambitious plan into airborne reality began.

During the month of June, individual aircraft types rehearsed their specific formations, while continuing to maintain operations across the globe, protecting UK skies and generating training output for future generations of pilots, aircrew and engineers. The superlative work of the engineers was matched by every trade across the RAF with Logistics, Operations, Administration and Communications being fully involved in generating the largest single mass of aircraft seen for many decades.

**FINAL APPROVAL**

Prior to the main event on 10 Jul 18, approval and a final confirmation of the Flypast was required by Air Vice-Marshal Gerry Mayhew. This requirement was satisfied by a successful practice Flypast conducted overhead RAF Cranwell where the RAF Officers’ College was a fine stand-in for Buckingham Palace. With a host of Senior RAF Officers, VIPs and national Press observing from the ground the final approval for the historic Flypast was granted.
The RAF100 Restricted Airspace - the largest that the CAA has ever put together; key to this process were Rob Gratton and Matt Lee.
PUMA AND CHINOOK: The RAF Support Helicopter (SH) Force operates under Joint Helicopter Command and includes the Chinook HC Mk 4/Mk 6 (based at RAF Odiham) and the Puma HC Mk 2 (based at RAF Benson). Both stations provide critical, rapid support for UK military operations throughout the world and deliver direct support to the Field Army, Royal Marines and UK Special Forces. They can be tasked in a variety of roles including assault trooping, transport, refuelling and aeromedical evacuation. Both SH platforms are incredibly versatile, able to operate in all weathers, day and night and in any environment. Both types are supported by a joint Operational Conversion unit, 28 (Army Co-operation) Squadron, and Joint Helicopter Support Squadron based at RAF Benson.
JUPITER AND JUNO: The Defence Helicopter Flying School (DHFS) based at Royal Air Force Shawbury now operates the Juno HT Mk 1 as the primary training aircraft, as well as three Jupiter HT Mk 1 aircraft at RAF Valley. These new aircraft represent a leap in technology compared to previous types and provide an excellent platform to prepare students for the rigours of operating increasingly complex frontline types in the most challenging of environments. The DHFS provides helicopter training for pilots and rear-crew from the Royal Navy, Royal Marines, British Army and Royal Air Force, as well as partner nations. It takes them to a level where they are ready to move on to operational aircraft with frontline conversion units.
THE BATTLE OF BRITAIN MEMORIAL FLIGHT (BBMF): Comprising one Dakota C Mk 3, one Lancaster B 1, three Spitfires Mk IX (MK356), Mk XVI (TE311) and Mk XIX (PS915), and two Hurricanes Mk IIC (LF363) and Mk IIC (PZ865), these iconic Second World War aircraft are preserved as a tribute to those who lost their lives while serving in the Royal Air Force. The BBMF epitomises the commemorative element of the RAF100 celebrations, remembering all those who have lost their lives serving in the Royal Air Force, or its predecessor the Royal Flying Corps, in all conflicts from 1914 up to the present day.

Top: Image by Cpl Tim Laurence
Middle Left: Spitfire TE311 from the back of the Lancaster. Image by SAC James Skerrett
Middle Right: SAC Burke works on Hurricane LF363. Image by SAC Helen Rimmer
Bottom Left: Inside the Lancaster cockpit on the way to RAF Fairford after the Flypast. Image by SAC James Skerrett
Bottom Right: The ‘Trenchard Plus’ formation, created for the centenary in honour of Lord Trenchard. Image courtesy of Clive Hubbard
PREFECT: Elementary Flying Training (EFT) transitions to a new aircraft and new way of training. Part of No.3 Flying Training School, the EFT’s job is to teach pilots from the RAF, the British Army and the Royal Navy how to fly. The Tutor, the mainstay of EFT since the millennium, has been replaced with the Prefect T Mk 1. With well over twice the power, a digital glass cockpit and a retractable undercarriage, the Prefect represents the first stage of flying training for new pilots and is one of the newest aircraft in the RAF’s inventory.

Top: Image by Cpl Tim Laurence
Bottom: Prefect aircrew led by Wg Cdr Ian Bews (centre). Image by Paul Saxby
TUCANO: Having served the RAF for more than 25 years, the Tucano T Mk 1 is a Basic Fast Jet Trainer at No.1 Flying Training School (FTS), RAF Linton-on-Ouse, training all RAF and Royal Navy Fast-Jet pilots. The aircraft goes out of service in October 2019, handing over to the new Texan T Mk 1 that will be based at RAF Valley. Students on Tucano learn to fly formation, advanced handling and navigate to find targets at low level, with only a map and stopwatch, before being awarded their Fast Jet Wings and progressing to the Hawk T Mk 2.
SHADOW: Operated in the Intelligence, Surveillance and Reconnaissance (ISR) role by 14 Squadron based at RAF Waddington, the Shadow R Mk I is a modified version of the civilian Beechcraft King Air 350 series and entered service in 2009 as part of an urgent requirement to support Operation HERRICK in Afghanistan. Through its comprehensive suite of sensors, the aircraft provides vital real-time information to commanders on the ground.

Top Right: Image by Cpl Tim Laurence
Bottom: Shadow aircrew led by Sqn Ldr Matt Leyman (centre). Image by SAC Phil Burke
FLYPAST FORMATION

Puma HC Mk 2
Chinook HC Mk 4, Mk 6
Juno HT Mk 1
Jupiter HT Mk 1
Hercules C Mk 4, C Mk 5
Shadow R Mk 1
Voyager KC Mk 2
Rivet Joint RC-135W
Tornado GR Mk 4
Lightning F-35B

Tucano T Mk 1
Sentinel R Mk 1
Hawk T Mk 2

RAF100 Flypast Formation. Graphic by Wayne Pratheroe
HERCULES: The Hercules C Mk 4/C Mk 5 is the longest-serving operational aircraft in current service. The C-130 has been continuously deployed at the forefront of global operations and will continue to do so into the future. At the end of the Falklands conflict, over 36 years ago, it was the first British tactical transport aircraft to land at Port Stanley and the C-130 fleet maintained a presence at Mount Pleasant until April 2018, before handing over to the Atlas C Mk 1. The C-130 was also the first British aircraft to land in various conflicts: in Kuwait after the Iraqi retreat, in Bagram during the liberation of Afghanistan and in Tripoli during the withdrawal of UK civilians from Libya.

Top: Image by Cpl Tim Laurence
Middle Left: Image by Paul Crouch
Middle Right: Image by Luka Waycott
Bottom: Hercules aircrew: Wg Cdr Andy Johnson, OC47 Sqn; Flt Lt Mark Raymond, 47 Sqn; Flt Lt Tom Arnold, 47 Sqn; Flt Lt Derek Oldham, 622 Squadron; Sgt Steve Stubberfield, 47 Sqn. Image by Paul Crouch
ATLAS: The latest multi-engine airlifter to join the RAF fleet, the Atlas C Mk 1 was first delivered to RAF Brize Norton in November 2014, and the Atlas Force has steadily increased to the current 18 out of a planned 22 aircraft as of July 18. As well as standard airfields, it can operate from natural surface runways such as grass, sand or gravel. The Atlas has already proved its worth in RAF service supporting military operations around the world, with aircraft currently deployed to the Falkland Islands and the Middle East. The Atlas Force is on constant readiness and was rapidly deployed in 2017 to provide much needed humanitarian aid to the Caribbean Islands devastated by Hurricane Irma.

Top Right: Image by Cpl Tim Laurence
Bottom: FltLt Dave Ellis, FltLt Gary Davison, MAcr Ozzy Hicks. Image by Sharon Floyd
**C-17**: Operated by 99 Squadron at RAF Brize Norton, the *C-17A Globemaster III* is the backbone of the Air Mobility Fleet. It provides the ability to transport vast quantities of vehicles, equipment and personnel to the furthest corners of the Earth, 365 days a year and at short notice. In its 100th year, Number 99 Squadron continues to fly global missions, recently providing disaster relief after Hurricane Irma in the Caribbean. The Squadron is also supporting the United Nations by delivering vital medical supplies to South Sudan and supporting military operations in Iraq, Afghanistan and Syria.

**BAe 146**: Operating with Number 32 Squadron, the *BAe 146 CC Mk 2* conducts transport duties for dignitaries, including the Royal Family.
**SENTINEL**: Whether it is assessing the impact of flooding in Somerset, looking for the kidnapped Chibok schoolgirls in Nigeria or hunting Da’esh in the Middle East, V(AC) Squadron is constantly in high demand. *Sentinel R Mk 1* aircraft are actively deployed on operations, and can be found flying at much higher altitudes providing wide area surveillance of the ground.
**VOYAGER:** Operated by Number 10 and Number 101 Squadrons, the Voyager KC Mk 2 provides air-to-air refuelling, to extend the time in the air of the aircraft of the Royal Air Force, as well as transporting passengers and cargo. Voyager entered service in 2011, replacing the RAF’s fleet of VC10 and TriStar aircraft and immediately began supporting RAF operations worldwide, including Afghanistan, Falkland Islands and more recently in Iraq and Syria.
RIVET JOINT: Operated by Number 51 Squadron, the Rivet Joint RC-135W delivers battle-winning Signals Intelligence capability, supporting national and theatre requirements globally. The information the aircraft provides enables Commanders to make informed decisions about the environment before them, from the strategic to the operational and tactical levels.
**SENTRY**: Operated by Number 8 Squadron, the Sentry AEW Mk 1 provides airborne command and control. The Arabian *Khunjah* (Dagger) was adopted as part of its crest along with the Latin inscription ‘*Uspiam et Passim*’, which translates to ‘Everywhere Unbounded’. Returning to the UK in 1972, 8 Squadron settled into its new Airborne Early Warning role at RAF Kinloss before relocating to RAF Waddington in 1991 to operate the E3-D Sentry.
HAWK: Number 100 Squadron from RAF Leeming led the fast jet package in the Flypast. The Hawk T Mk 1 was followed by its upgraded counterpart, the Hawk T Mk 2 operated by Number IV Squadron from Royal Air Force Valley training fast jet pilots. While flying the agile Mk 2 jet trainer, the next generation of fighter pilots are tested with air-to-air and ground-to-air threats which develop their cognitive decision-making skills and teach them the tactics, techniques and procedures they will need to thrive on the front line.
**TORNADO:** Number 31 Squadron and Number 9 Squadron are the last squadrons to fly the **Tornado GR Mk 4** bomber, which has evolved into today’s dynamic platform that can deliver air effects precisely where and when needed. Striking multiple targets from long range, collecting reconnaissance imagery, supporting troops from directly overhead with live video feed of their enemy’s position backed with accurate weapons, the Tornado has proven itself time and time again. In continuous operational service since the Gulf War I, the mighty ‘Fin’, as she is affectionately known, has been the backbone of the RAF’s ground attack and reconnaissance capabilities since its introduction to service in 1982. Due for retirement in March 2019, the Tornado Force is on operational service over the skies of Syria and Iraq today.

Top: Image by Cpl Tim Laurence  
Middle Left: Taking off from RAF Marham to join the Flypast. Image by Sgt Nik Howe  
Middle Right: Image by Luka Waycott  
Bottom: Tornado aircrew. Image by Cpl Jimmy Wise
LIGHTNING: Flown by the historic Number 617 ‘Dambusters’ Squadron – and operating from RAF Marham, the Lightning F-35B is an exceptionally capable aircraft, combining stealth with an array of intelligence, surveillance and air and ground attack capabilities. Formed in 1943 as a specialist flying unit, and initially tasked to attack the dams of the Ruhr industrial area, 617 Squadron went on to be involved with many more special operations throughout the war, and indeed throughout the past 75 years.
TYPHOON: Based at RAF Coningsby with Numbers 3(Fighter), 11(Fighter) and 29 Squadrons, and at RAF Lossiemouth with Numbers 1(Fighter), II (Army Cooperation) and 6 Squadrons, the Typhoon FGR Mk 4 is a highly capable and extremely agile multi-role combat aircraft capable of being deployed across the full range of air operations including air defence and ground attack. Comprising the largest display of the day and impressively showcasing a ‘100’ formation in the sky, the Typhoon formation comprised 22 aircraft, including the T Mk 3.
RED ARROWS: The RAF Aerobatic Team (RAFAT) is in its 54th display season, showcasing the skill and professionalism of everyone in the Royal Air Force. Based at RAF Scampton, the Red Arrows first displayed in 1965. Since then they have performed almost 4,500 times in 57 countries, demonstrating the agility of the RAF, and representing the UK at home and overseas. They promote the best of British, support UK industry and inspire people with a display of precision and teamwork in the air and on the ground. The team flies the Hawk T Mk 1 and comprises 130 personnel, including pilots, engineers and essential support staff with frontline experience.
Social media posts across HQ Air Command channels encompassed: 25 TV news networks (excluding regional); 29 national press articles; 8 national radio broadcasts; and more than 60 regional radio broadcasts. The total reach from TV, radio and print media was approximately 148.28m.

Twitter Reach: 8.1m (414k engagements)
Facebook Reach: 10.07m (601k engagements)
Instagram Reach: 1.78m (169k engagements)

In July, 293,015 people visited the RAF100 Website – a 392% increase month-on-month, and the highest
number of visits in a single month. Also in July, the RAF gained; 23,263 followers on Facebook, 5,337 followers on Twitter and 12,290 followers on Instagram. This is the most gained in a single month all year. RAF Social Media content was liked, commented on and shared 1,026,103 times.

TELEVISION COVERAGE
With widespread national TV coverage on BBC and BBC News, ITV News, Sky News, Channel 4, Channel 5 Forces TV and other regional outlets, the estimated reach exceeded 25 million viewers.

PRESS COVERAGE
Estimated reach: 101.2 million readers across national and international print titles, with such headlines as:
- A roar in salute to ‘tenacious, gallant’ RAF (Daily Telegraph)
- Our affection for the boys and girls in light blue runs deep (Daily Mail)
- Palace flypast is centrepiece of RAF’s party (Western Daily Press)
- Remembering 100 Years of the RAF’s Tenacity & Gallantry (The Scotsman)

Top: Image by SAC Chris Thompson-Watts
High Praise for RAF from Queen at Centenary event
(Press & Journal)
RAF’s still flying high (Daily Star)
100 Glorious Years of the RAF, photo tribute that makes you proud to be British (Daily Mail)

ONLINE COVERAGE INCLUDING SUCH COMMENTS AS:
The RAF100 Flypast App allows users to see the historic formation flypast over Buckingham Palace in the comfort of your garden, at school or even in your front room. (CNET)
Typhoons amaze crowds with ‘100’ display above Mall. (AOL)
The British Royal Air Force is 100 years old today. They celebrated their centenary in style! By flying 100 military planes over London. (UniLad)
I wrote to the RAF asking to come to the flypast. I am especially looking forward to seeing the amazing Spitfires. (Newsround: Harry, aged 7)

INTERNATIONAL COVERAGE
Print
China Daily: International Readership, 45,000,000

Television
Sikh TV: National viewership, 4,500,000
WZTV-NAS (FOX)/Nashville, TN/US: Local Viewership, 11,620; National Viewership: 3,360,986
BBC World News America: National Viewership, 1,701,303
CNN International Europe: National Viewership, 630,038
NBC: National viewership, 4,150,000

Radio
2GB Radio/New South Wales Metro, Australia

Top: Image by Cpl Helen Rimmer
**Royal Air Force News**

Friday, June 29, 2018

**The flypast of the century**

**Typhoon**

The Typhoon will fly over the Mall for the first time, providing a thrilling display of Britain’s most advanced combat aircraft. The Tornado replacement, the Typhoon is a single-seat fighter with an air-to-air missile capability and a powerful digital glass cockpit.

**RAF News man gets hooked**

Top: BBC broadcaster Babita Sharma talks with former RAF pilot Roger Wilkins. Image by Cpl Pete Devine
ROYAL AIR FORCE CENTENARY FLYPAST

Top: Image by SAC Chris Thompson-Watts
Bottom Left and Right: Images by Cpl Scott Robertson
RAF100 Badges, produced by Squadron Prints Ltd, show the entire “planned” Flypast.