

The magazine of the West Riding branch of Air-Britain

For Private Circulation Only

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### EDITORIAL

Leaving the usual editorial means and means until last, I would like to thank all readers who sent me Christmas cards, I regret that it was not possible to answer them all personally. My thanks also go to all the people who are still awaiting replies to letters of long standing, but I assure them that they will receive replies as soon as possible.

1966 promises to be an exciting year for Y.A.N. and we hope it will emerge as one of the leading local magazines in the country. We are pleased to announce that the following major articles are in hand for 1966 - Topcliffe Neptunes and Marathons, Blackburn Beverley, Avro (H.S.) 748 production list, U.S.A.F. visitors to R.A.F. Driffield during Thor occupation, Blackburn built Hurricanes, Spitfires, Barracudas and Swordfish, Blackburn Kangaroo, Leconfield Hunters and Airspeed A.S.4. We trust that this list will spur potential contributors on to dizzy heights!!!

There are many fascinating aspects of Yorkshire Aviation that are still left uncovered however - to quote a few examples - Yeadon built Lancasters, Sabres and Hornets at Linton, the Slingsby Sailplanes, the Wellesbourne flying boats at Hornsea Mere, the Airacobras at Acaster Malbis, as well as many many others. It is regrettable that material pertaining to the military side is more forthcoming than that to the civil side. The editorial staff find this anomaly to be rather puzzling, there is no lack of subjects for the civil minded readers to write about. Shorburn-in-Smet is a civil field of very long standing and it would be rather interesting to see a written history of this field. There has also been no shortage of civil crashes either. A series of histories of the more interesting Yeadon residents and ex residents would also be of interest. How about it you civil fanatics?

Little news from Yeadon this issue except to say that B.K.S. are not purchasing any Viscounts from a certain Middle East Airline, whose main export to this country would probably only be sand. We plan on publishing the 748 story when these depart, later in the year, as a form of memorial service to a fine airliner. Who would like to say how much the 748 has helped out Leeds and Bradford Airport on the map? Another touch of nostalgia is evinced from the news that 32 Sqn. has departed from Leconfield and 60 M.U. has moved in. No more will be treated to the superb aerobatics of Nos. 19 and 32 Sqn. Lightnings.

After giving out the bad news we now move on to the good. As everybody probably knows by now, American light aircraft are to be built in Yorkshire under licence. Although these are the only confirmed facts, and we have no claim to clairvoyancy, it has been suggested that Slingsby Sailplanes Ltd. are to build these aircraft. But whoever builds what, we must say that we are delighted to see a resurgence in the Yorkshire Aviation Industry.

It is regrettable that the Yeadon movements are incomplete this month, but if we do not receive contributions we cannot print them !! Surely there are readers who log Yeadon movements. Is it too much to ask for a list?

(M.W.S.)

### WE NEED YOUR CONTRIBUTIONS FOR 1966

Yorkshire Air News is published monthly by the West Riding branch of Air-Britain for private circulation only. Due acknowledgement should be given for information reprinted elsewhere.

Closing date for contributions to the February issue will be March 5th.

#### FOR SALE

A complete 32 page duplicated list of all visiting aircraft movements into Leeds and Bradford Airport for the past four years - Jan 62 - Dec 65, can be obtained for 5/- (including postage) from:-

P.F. Horne,  
22 The Moorway,  
Tramere Park,  
Guiseloy, LEEDS.

The following is a list of all aircraft currently in use in the area and the aircraft that are based on them. All are correct to Jan. 1966. Lists of Jet Provosts have been deliberately left out as we hope to run a complete list of these later on in the year, on the proviso that we can obtain security clearance.

**BRACKEN** Home of Hawker-Siddeley (Blackburn Div.). Construction at the moment is concentrated on the H.S. Buccaneer S.2. The latter are flight tested at Holme-on-Spalding Moor. Also based here are the Chipmunks of the Mail U.A.S. namely: - WD370, WD376, WD378, WD379 and WD460 coded "A" to "E" respectively. Company aircraft based here are: - G-ARWJ Blackburn B-2, G-ARAC Dragon Rapide and G-ARWJ Dove 1.

**CATROSS** Seldom used, but light aircraft have been known to make an appearance here. No aircraft based there.

**CATTERICK** Home of R.A.F. Wing Fighting School and No. 615 Gliding School - the latter use Cadets WE904, KE797, XE808, XE833 and two Sabergas WE979 and WE985. For latest news of R.A.F. aircraft see page 54.

**CHURCH FENTON** Home of No. 7 F.T.S. with Jet Provosts. Vampire F.111 W2558 code "44" has been here since 8/65 and is probably used for fire practice. The S.S.A.F.A. display is held here annually and Vampire F.111 W2572, Javelin F.A.6 XA880 are kept here for display purposes only. The gate aircraft is Spitfire VB 9407M code PR-D.

No. 7 F.T.S. is to be gradually run down until C.M. ceases to be a flying training station in 12/66, but 7 F.T.S. will be replaced by another unit. (Possible Etihad base.)

**COTNAM** Used by crop-spraying aircraft during summer.

**DOWN HALL, SWAIN** Grada Ltd. have an airstrip here - No aircraft based as yet.

**GRANLAND MOOR, WIDDERSFIELD** Three residents only - G-AMDD Dove 6 temporarily replacing G-AMDD Dove 8 until the latter returns from Luton suitably "Rileyfied", G-ARDC Horizon at G-ARMP Motd-Skel.

**DAVEY** Ex R.A.F. field - G-ASWL Cessna 441ZP only.

**DEKASTON** Only powered aircraft here is G-AMMI Auster 6A. A dozen or so private gliders are also here (Offers of a list are welcome).

**DISHFORTH** R.A.F. field. Closed at end of 1965 when the resident unit 60 M.U. moved to Leuchfield. Leeds U.A.S. with Chipmunks WC316, WC410, WD309, WP315 were also here, but as we have no news as to their new base. No. 3 A.E.M. also operated Chipmunks from here, with WC307, WC321, WK590. Again we have no news of their base.

The scrapheap at the end of 1965 contained Gnats XR508/15, XR542/15 both of 4 F.T.S. Jet Provosts KP682 "H" 7 F.T.S., KP639 "58" G.M.S., XR524 "U" 3 F.T.S. and XR528 "12" 3 F.T.S. Lightning F.2 XN785 "C" 92 Sqn., Meteor WA709 A and A.E.M., Varsity WY529 "M" A.E.M. and Ansons VM371, 378 and WP536.

The two Gnats both "15" of 4 F.T.S. seem to be a problem, and as XR508 was positively identified as such on 25/7/65 by the Editor, XR542 would seem very suspect.

It remains to be seen whether the scrap will stay here or whether it will be moved elsewhere.

**DITCHELD** Closed down, but the grapevine has been buzzing with rumours of its re-opening for the last six months. True or untrue?

**DYINGTON** Occasionally used by visiting light aircraft and was used last year by B.M.A. for a few charter flights.

**FINNINGLEY** Home of 230 O.C.U. and B.U.D.H. both using Vulcans. A wrecked Javelin on the field is XH882. Traditionally open on Battle of Britain Day.

**HOLME-ON-SPALDING MOOR** Flight testing field for H.U. (Blackburn Div.). The wreckage of Buccaneer S.1 XK524 is here. Has occasional R.A.F. visitors.

**LECKWIELD** Home of 60 M.U. and 202 Sqn. "A" flight. 60 M.U. has been loading after Lightning only so far and No. 202 Sqn. is equipped with Whirlwind H.A.R.17's - XE423 "B", XE424 "B", XP404 "H" and XD163, XT724 at present uncoated. Spitfire RW382 is on the gate.

**LEEDS AND BRADFORD (YEADON)** - Busiest civil airfield in Yorkshire.

B.K.S. Fleet (Yeadon only) - Avro 148's G-ARRW, G-ARPL, G-ATAM and DO-31's G-ATWD, G-ARWJ - G-APPO, Private and Executive aircraft:-

G-ARWJ P6 Mow Gull	G-ARWJ J/1N Alpha	G-ARWJ Auster J/A
G-ARWJ J/1 Autocrat	G-ARWJ Chipmunk	G-ARWJ Chipmunk
G-ARWJ Auster 5	G-ARWJ Avro 19 Srs.2	G-ARWJ Cessna 441B
G-ARWJ Dove 6	G-ARWJ Tri-Pacer	G-ARWJ Cessna 441B
G-ARWJ Cessna 175B	G-ARWJ M.S.880B Rallye	G-ARWJ Pigeon P.116
G-ARWJ Cessna 310G	G-ARWJ 95A Travel-Air	G-ARWJ Twin Comanche
G-ARWJ B95-A55 Baron	G-ARWJ Twin Comanche	G-ARWJ Aztec 40
G-ARWJ Avro 148	G-ARWJ Beech B.18S	G-ARWJ Cessna 441B
G-ARWJ Cessna 310C	G-ARWJ Cessna 450P	G-ARWJ Apache 160

Yorkshire Light Aircraft Ltd. (Aircraft on 10/1 - not resident):- G-ARWJ Comanche 250, G-ARWJ Cessna 441B, G-ARWJ Auster 5. Also on the premises are the remains of G-ARWJ Cessna 441B which was bought by Y.L.A. after an accident.



ADPSTON - on Ball, known as the "Adpston" or "Adpston" and was used for pre-war joy riding. (P.A.J.)

A DAY ON AIRWAYS

By T.W. Sykes

It was Tuesday December 28th, at the crack of 0935 when a convoy of three cars left Leeds and Bradford Airports. The sky was clear, the visibility practically unlimited - and the temperature -4°C. Pulling our coats around us and turning up the heaters we turned south down the Harrogate Road and set course. Seventy uneventful minutes later we swept eagerly from the cars at our destination, the airways beacon at Polkhill near Hendon Bridge. The first sound we heard was the rapidly diminishing roar of Dakota "MPP" northbound for Gusion. The second sound we heard was the hiss of air rapidly leaving a rear tyre. Whilst repairs were made to the tyre we set up our radios and logged various aircraft passing over "the Pole". With the weather still persisting we decided to exercise ourselves with a game of football. This proved warming but hazardous in the main road. Still, with no accidents to persons or radio we eventually gave in at 4.0 and returned independently to the Leeds and Bradford Airports. The following is a list of aircraft logged with time and direction.

1047	'MPP	Douglas DC-3	W	1109	'NEB	Britannia	N	1357	'EWG	Herald	W
1048	'PEC	Vanguard	S	1129	'TGM	H.S.748	E	1358	25832	C-47	W
1048	50821	R4D8 (U.S.N)	N	1136	'DVE	Dove 6	W	1357	G-AMV	Douglas DC-3	W
1059	'MAD	Ambassador	S	1138	'PKK	Viceroy	S	1359	G-ATW	Comma 150	
1105	'PEO	Vanguard	S	1202	'TNG	Herald	E			Circling	
1106	'SPL	H.S.748	W	1214	Speedbird	437	N	1339	G-APRJ	Vanguard	S
1108	'PEB	Vanguard	N	1222	'TAM	H.S.748	W	1441	G-ACVL	Britannia	W

Also logged eastbound on Blue 1 was SE-OND Curtiss C-46 over Ottringham 1153.

R.A.F. BIRKBECK

More information now to hand supplements that given on page 48 - No.5 Sqn. was officially disbanded at Geilenkirchen on 7/10/65 and reformed at Birkbeck on 8/10/65 with Lightning - the first received was a T.5 XR241 on 9/11/65.

No.85 Sqn. is the target facilities Sqn. and is sometimes referred to as the T.F.S. - The Meteor T.7 WH225 is now known to be coded "7" and WPE16 is/was No.23 Sqn. "back" with a large eagle painted on its side.

The D.F.C.S. also operates the following Hunters (additional to page 48) - XG206 "E", XG208, XG324, XF504 "F" and XE603. Also used was XE624 "B" which went to No.1 Sqn. as "B".

The C.F.S. is also based here and has Hunter W6's XG210 "A", XF527 "P" and Meteor T.7 WH226 "A".

In addition to the C.F.E. the A.F.D.S. is here and has recently received two new Lightnings #3A XR753 "T" on 16/11/65 and XR752 (F.3) on 26/11/65.

The Belgian Pembroke should read RM-2 not RM-Z (P.A.J. and M.T.Powell).

R.A.F. CATTERICK

Not actually disused as stated on page 46, but is the home of the R.A.F. Fire Fighting School. Latest arrivals here are Canberra B.2 WH735 from Yatesbury, and an all black Hunter (No serials), which is believed to be WP147/7580M which has stood at the gate of R.A.F. Weston for many years.

Anson TX232, Hunter -/7506M, and Javelin XA816 have been burnt.

Also here are Venom NF3 7565M/WX849, Javelin 7800M/XH901E and Valiant WP214. (R.D.Allison)

R.A.F. LINTON-ON-OUSE

The Jet Provost XP661/M mentioned on page 45 is ex 6 F.T.S. not 1 F.T.S. This aircraft suffered damage on 27/3/63 and is now grounded here. The Vampire T.41 XR624 (P.45) is coded "79" and is ex 4 F.T.S. and No.23 Group Communications Flight.

The No. 1 F.T.S. Chipmunk list on page 36 can be amended as follows:-

- "A" WP807 "B" WF199 "C" WG308 "D" WK627 "E" WB762 "F" WK629
- "G" WK517 "H" WB586 replaced by VG364. "I" WK517 recoded "D". "J" WK550
- "K" WF783 replaced by WG469. "L" WL554 replaced by WG407. "M" WG474 "N" WF857
- "O" WD384 replaced by WG479. "P" WZ884 "Q" WZ862 "U" WK517 recoded "C"

The full list of 642 Glider School gliders are as follows:- Sedburgh WB939/X, WB978/G, Cadets WF905/S (Ex W), WT918/H, XA288/D, and XM91/E (R.D.Allison).

L.B.A. NEWS - Taken direct from "News from L.B.A."

L.B.A., which handled a record 274,302 passengers in 1965 will almost certainly handle some 335,000 in 1966, it is confidently expected.

In the last seven years, passenger totals have increased consistently; in 1958 the airport handled 31,272 passengers; in 1959 45,155; 1960 31,294; 1961 111,738; 1962 115,170; 1963 173,378; 1964 208,900; 1965 274,382.

Freight handled during 1967 totalled 1,310 short tons but it is confidently expected that this total will build up rapidly with the completion of the new terminal building which will have a section devoted to freight handling.

Only total expected to decrease in 1966 will be that for air transport movements of which there were 40,554 out of a total 36,791 movements at the airport during 1965.

