

YORKSHIRE AIR NEWS.

The Journal of the West Riding Branch of Air-Britain.

For private circulation only.

Editor.            Martin T. Powell,  
                     14, Broomhall Avenue,  
                     Bradford Road,  
                     WAKEFIELD. Yorkshire.

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January.1967.

EDITORIAL.

I would like to open my first editorial with a personal note of thanks to the previous editorial team of Mike Stubbs and John Buckle, for their work in establishing Yorkshire Air News and the help rendered, and advice given, in the preparation of this issue.            Turning to the future, I make the familiar appeal for articles and news reports. I could fill the next two or three issues with material from my own files, but as doubtless you would all complain, I would much prefer not to do so; needless to say, the magazine will only be as good as its contributors.

Mr. David Senior has agreed to act as Assistant Editor and will be collating airport movements and flyover reports, so please forward these to him at 15, Southleigh Crescent, Leeds 11; all other reports to myself at the Wakefield address, as shown above, please. I look forward to a deluge of correspondence!!!!

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SECRETARY'S DESK.

May I express my thanks of the Branch to the retiring Committee members for the time they have spent on Branch affairs; to Mike Stubbs for pioneering Yorkshire Air News when very few thought we could produce a magazine; to Terry Sykes for distributing Air-Britain Digest and Yorkshire Air News for the past two years; and to Allan Madden who must hold the record for attendance at all Branch meetings, Committee meetings and display stands. Also a vote of thanks to Peter Horne, for two years typing, duplicating, stapling and distributing Yorkshire Air News.

Now to this year: we would ask all subscribers to bear with us for a month or two as Digest distribution, and Yorkshire Air News editing, production and distribution are all being overhauled.

Important Names and Addresses are:-

Brian Whitaker, 10, Airedale Terrace, Charlestown, SHIPLEY, Yorks., to whom ALL queries about distribution must be addressed.

Howard Craven, 2, St. Margaret's Terrace, Great Horton, BRADFORD.7., to whom ALL queries about subscription to Yorkshire Air News and Air-Britain should be addressed.

Future Meetings.

26th. February-A debate will be held, the motion being "that this house believes that the present Government policy towards the British aircraft industry is basically wrong and incompetent". The motion will be proposed by Messrs. Stubbs & Jagger-and opposed by Messrs. Powell & Senior. A lively meeting is looked forward to !!

2nd. April-As the last Sunday in March is Easter Sunday, the meeting will be a week later. We hope to have the Yorkshire Gyrocopter Group to give us a talk, but this is not, as yet, confirmed.

30th. April-A speaker from Hawker-Siddeley Aviation at Brough will give a lecture on the Euccaneor.

The Secretarial address remains:- 44, Becketts Park Drive,  
Headingley, LEEDS.6.

J.A.STANFIELD.  
Branch Secretary.



## ANNUAL GENERAL MEETING.

The A.G.M. was held on 15th. January, 1967, in the Yorkshire Aeroplane Club. The attendance was very good: 37 members and visitors being present.

The meeting was opened by the Chairman, who then went on to give a short report for 1966. He criticised the lack of support which the Branch had given to the Committee during the year.

The Treasurer then gave his report. He indicated to the Branch, the membership during 1966 and also gave figures for renewals to the Branch and Yorkshire Air News for 1967. The report was passed without question or amendment.

The next report was that read by the Secretary. He gave a brief resume of Branch activities for 1966 and then went on to deplore the lack of enthusiasm within the Branch as a whole, particularly towards the latter end of the year.

In the Publicity Officers report, the success of the two stands at Finningley and Church Fenton was described, but he criticised the general body of Branch members for always leaving the manning of these stands and the many hours of preparation, to a faithful few.

The retiring Editor of Yorkshire Air News then spoke, and thanked all members, subscribers and correspondents for their invaluable support during 1966. He expressed concern in the apparent "falling off" of contributions towards the end of the year and hoped that this would be only seasonal.

The meeting then moved to item 9; the appointment of a Committee for 1967. No postal nominations had been received and nominations were requested from the floor. Only one nomination was received for each post on the Committee, and no voting was necessary. The Committee was appointed as follows:-

Chairman: K. Grogan.

Treasurer/Registrar: H. Craven.

Vice Chairman: E. C. Barber.

Y.A.N. Editor: M. T. Powell.

Secretary: J. A. Stanfield.

Publicity Officer: J. E. Buckle.

Distribution Officer: B. Whitaker.

The meeting was then adjourned for a short break.

'Any other business' was the next item; and several speeches were made from the floor. Mr. Whitaker replied to some of the criticism levelled by the Committee, by claiming that Branch meetings were generally un-interesting; he particularly cited the film "Flying Leathernecks".

Mr. Stubbs criticised those members who kept records of Leeds/Bradford Airport movements, but failed to contribute them to Yorkshire Air News.

Mr. Richard Coates, an Air-Britain member of long standing, then made a strong attack on the petty bickering which was holding back progress in the Branch. He pointed out that with the support of the Yorkshire Aeroplane Club, the Branch should be dynamic and flourishing, and he concluded by appealing to members to keep private disagreements out of Branch affairs.

The Branch President, Mr. Reddihough, then indicated where he thought the Branch was falling short. He suggested that more social functions should be organised to encourage a wider cross section of people to take an interest in the Branch. This he maintained would increase membership and hence the number of people who took active part in Branch affairs.

A number of minor speeches were also made which more or less reiterated the points made by the previous speakers.

The Secretary gave out some notices and the meeting was then declared closed by the Chairman.

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## OUT AND ABOUT.

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On several mornings lately your scribe has been roused from his normal state of semi-consciousness by the terrifying whine of 'Darts' - British Midland Airways have used Viscount G-AODG in place of the usual Argonaut on their East Midlands-L.B.A.-Glasgow service. Does this mark the beginning of the end for these fine aircraft?

Comet C.Mk.2 XK 671 of 51 Sqn. Wyton, has been withdrawn from use and moved to Topcliffe for use as an Instructional Airframe by the Radio Signallers School.

According to the local 'grapevine', British Ropes Ltd., have ordered a Beagle 206, and a well known brewery, a Handley Page Jetstream.



OUT AND ABOUT. (Continued).

Luton Minor G-ATFW made its maiden flight on New Years Day at Kirton-in-Lindsay. The aircraft has a black fuselage, with a silver top and silver registration and c/n., the latter being painted on the bottom of the rudder.

The Primary Flying School started to arrive at Church Fenton on the 17th. January, the advance guard consisting of eight Chipmunks and their pilots, led by Wing Cmdr. Green. The total complement of twenty-two aircraft will arrive from South Cerney within a few weeks.

The second Viscount G-AVED for B.K.S. overshot Yeadon in the early evening of 18th. January while on delivery to Southend, via Keflavik. This aircraft is at present being refurbished at Wymeswold and, according to our correspondent, shows previous markings YS-07C.

Hawker-Siddeley 748, XA-SE1 of Aero Safaris de Mexico, returned to Yeadon on the 11th. January and was repainted as G-ATAM the following day.

A survey on the airport requirements of Sheffield has recommended that an airfield be built with a 4,500 ft. runway, and facilities for private and executive aircraft. Development costs for the proposed site at Todwick, nine miles from the city, are estimated at £1,141,500. The report does not recommend the introduction of scheduled services on account of competition from British Rail, and the existing services from East Midlands, Leeds/Bradford, and Manchester airports.

Holderness R.D.C. has given permission to Mr. N. Medforth, managing director of the East Yorkshire Aero. Co. Ltd., permission to operate light aircraft from fields in the Thorngumbald area. Mr. Medforth eventually hopes to operate a flying club here, for which he feels there is a strong demand.

The total number of passengers handled at Leeds/Bradford Airport in 1966 was 300,561, an increase of 10.5%. Freight handled showed an increase of 44%, to a total of 1,868 tons. The trend was continued in January 1967 with 13,394 passengers handled and 156 short tons of freight. In January 1966 the figures were 10,443 passengers and 10 3/4 short tons of freight.

Mr. A. Barker has taken over Williams Air Charter Ltd., and they are believed to be acquiring a fleet of five Cessna 150's and also an Aztec to replace Riley G-ASSZ.

The long awaited Stearman is due to arrive crated, at Crosland Moor, at the end of January. The Aston Martin-Lagonda division of David Brown organisation have ordered a Hughes 209B.

The Air Electronics School at Topcliffe has been renamed the "Airmen, Aircrew Initial Training School". The Aircrew Officer Training School (formerly No. 1 I.T.S.) will be moving to Church Fenton at the end of the year. This unit is for basic training purposes and has no aircraft.

It has been suggested that Leeds/Bradford Airport needs a good Public Relations Officer ; doubtless branch members can think of a suitable candidate!

Cessna 182 G-AVCV of Northair Aviation Ltd., left Yeadon on the 5th. January on delivery to Manchester. Beech E.18 S G-ASUG arrived back at Yeadon on the 22nd. January resplendent in its new colour scheme, which, I am informed, is blue and white.

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AIRFIELD REPORTS.

Crosland Moor. Queen Air G-ASIU has been used recently by David Browns owing to the unserviceability of Riley Dove G-ARDH.

Visitors here included Autocar G-ARCY on the 21st. December, and Aztec SE-EMA on the 22nd. of that month.



AIRFIELD REPORTS. (Continued).

Church Fenton. The following Chipmunks of the Primary Flying School were noted here on the 25th. January:-

WZ878/1	WZ874/2	WZ872/3	WP790/4
WP896/5	WG307/6	WB739/7	WP845/8
WK633/9	WK624/10	WP844/12	WG480/16
WG306/18	WD371/19	WD289/20	WK589/21
WP859/23	WD331/24		

The above aircraft were all with the unit at South Cerney, the missing aircraft are believed to be:-

WB760/11	WB763/14	WD390/15	WP831/22
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Visiting aircraft on the 25th. January were:-

WG469 Chipmunk K/I.F.T.S.; VP962 Devon; G-ASNG Dove; WJ478 Valetta T3 T/2 A.R.S.; KP636 Jet Provost T4 42/6 F.T.S.; XS213 Jet Provost T4 48/C.F.S.

HOLME-ON-SPALDING MOOR.

29.12.1966. XV334 Buccaneer S2 for engine runs.  
8. 1.1967. XN955 Buccaneer S1 Ex 124/V/80/Sqdn. For major o/haul.  
9. 1.1967. XV332 Buccaneer S2 Flight Testing.

The wreck of Buccaneer XK524 (crashed 13.5.1965), has been removed from the airfield. The first production S2 XN974, is resident here. Kestrel F.G.A.1 XS693 (ex '3'/Tripartite evaluation squadron) was taken by road from Dunsfold to Brough on the 2nd. June 1966, This aircraft was moved to Holme early in December.

LECONFIELD.

3.1.1967 WF418 Varsity T1 G/AES.  
XM996 Lightning T4 at 60 MU 996/226 OCU  
VP957 Devon CCL (04208)  
9.1.1967 XM180 Lightning F1A to 60 MU 180/226 OCU. Ex H/56 Sqn (& K/56 Sqn.)  
WV747 Pembroke CCL WCS (58).  
XS678 Wessex HC2 K/72 Sqn.  
Wessex HC2 K/72 Sqn.  
19.1.1967 WF411 Varsity T1 18/CFS. To 60 MU  
20.1.1967 XM660 Whirlwind 7 86/Lossiemouth. Ex 933/LM.  
26.1.1967 XP694 Lightning F3. To 60 MU store.

The wreck of Hunter XE646/V was removed from the hangars to the dump on 10.1.1967.....XP694 is the second production F3, recently used by B.A.C. at Warton.....Lightning XM184 has left and XM144 is about to....Wessex XR525/G/72 Sqn has also gone.

Aircraft present on 28.1.1967 included;(All at 60 MU except 202 Sqn). Wessexes XR499/A and XR516/E both 72 Sqn. Valetta VX573 ex C-in-C RAF Germany. Varsity WF411/18 ex V/5 FTS of CFS replacing WF425 which in turn supplanted WL666 as '18'. Canberra B16 WH963 ex G/45 Sqn. and a B6 believed WJ763. Shackleton MR2 WL738 ex D/37Sqn. Lightnings XM144,189,214,215,968. Also present was the broken wing of Chipmunk T10 WG474 m/1 FTS (DHB/W/462: C1/0522) packed for transport to Chester. 202 Sqn. had Whirlwinds XD186/F (WA.29), XJ723/- (WA.94) whose ex-code it now bears, and XK969 (WA.140). With them was XJ724 (WA.95). Also a HARLO bearing only a Coastal Command badge either side of the nose.

SHERBURN-IN-ELMET. The following aircraft were present on the 15th. January.

G-AKFZ Messenger.	G-APUK Autocrat.
G-APCV Tiger Moth.	G-AKBO Messenger.
G-ARRL Autocrat.	G-ARBP Nipper.
G-AFRV Topsy Trainer.	G-AJUO Alpha.
G-ASTA Turbulent.	G-AJOE Messenger.

Also present were two dismantled Tiger Moths G-AIRI and G-AMTK, both used for the film "The Blue Max". The Messenger G-AKBO has suffered a heavy landing and the Topsy Nipper G-ARBP made a forced landing at Burn on the 19th. January and was damaged when it overturned. Auster 5 G-APAF was visiting here on the 15th. January.



MIDDLETON ST. GEORGE.

Aircraft resident here in October were:-

- |                        |                     |
|------------------------|---------------------|
| G-ALAI Messenger.      | G-APZK Super Cub.   |
| G-AFPR Hawk Trainer 3. | G-ASBU Terrier.     |
| G-AHHP Alpha.          | G-ASUP Cessna 172E. |
| G-AJOC Messenger.      | G-ASRG Terrier.     |
| G-AJWB Messenger.      | G-ASXC Sipa 901.    |
| G-AMFP Autocar.        | G-ATAW Airedale.    |
| G-ATCH Gyro Glider.    |                     |

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No.7 F.T.S. Jet Provosts.

The final disposal of this units aircraft is as follows:-

<u>Code.</u>	<u>Serial.</u>	<u>Fate.</u>	<u>Code.</u>	<u>Serial.</u>	<u>Fate.</u>
21	XM355	to 31/3 F.T.S. Leeming.	36	XM358	to 70/CFS Little Rissington.
22	XM356	to 27 MU Shawbury.	37	XM476	Collided with XM406. 29/1/63-written off.
23	XM359	to 23/6 F.T.S. Acklington.	38	XM417	to 16/6 F.T.S.
24	XM361	to 47 RAF Cranwell.	39	XM475	to 39/R.A.F.C.
25	XM413	to 24/2 F.T.S. Syerston.	40	XM351	to 12/1 F.T.S.
26	XN466	Cat. 4 29/1/63 to 27 MU.	41	XN406	to 30/R.A.F.C.
repaired to	29/1	F.T.S. Linton-on-Ouse.	42	XN594	to 11/6 F.T.S.
27	XN509	to 27 MU.	43	XN577	to 18/1 F.T.S.
28	XN510	to 37/R.A.F.C.	44	XN461	to 7/3 F.T.S.
29	XM472	to 24/1 F.T.S.	45	XN575	to 6/3 F.T.S.
30	XN493	to 11/3 F.T.S.	46	XN557	to 23/2 F.T.S.
31	XN495	to 5/2 F.T.S.	47	XM421	Written off 13/12/63. to 27 MU.
32	XN581	to 27 MU to 7/6 F.T.S.	48	XM410	to 48/R.A.F.C.
33	XN583	Crashed Pannal 17.9.1964.	49	XN559	to 47/R.A.F.C.
34	XM457	to 23/1 F.T.S.			
35	XM416	to 24/6 F.T.S.			

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AIRPORT MOVEMENTS.

LEEBS/BRADFORD. (YEADON).

January.

3rd.	G-ASXE	Brantly B.2B.	from & to Mosscar.
	G-ASAJ	Terrier 2.	From & to Sutton Bank. Also 5/1, 22/1.
	G-ATCL	Air Tourer.	from Usworth to Tees-side.
	G-ATCI	Air Tourer.	From & to Usworth.
	G-AIYR	Dragon Rapide.	from & to Leavesden. N/S.
	G-ASNO	Baron.	from & to Tatenhill.
4th.	G-ATKO	Beagle B.206.	from & to Manchester.
	G-ASPC	Piaggio P.166B.	from ?? to Heathrow.
	G-ASNO	Baron.	From Tatenhill to Leavesden.
	G-ATAR	Aztec.	from Coventry to Newcastle.
5th.	N360EJ	Lear Jet 23 (n23052).	from & to Le Bourget. (Chartered by Baron de Rothschild from Executive Jet Aviation).
	G-ASIU	Queen-Air 80	from Newtonards to Heathrow.
	G-ASSB	Twin Comanche.	from & to Stansted.
	G-ASSX	Cessna 172E.	from & to Manchester.
	G-ARMT.	Dove 6.	from Manchester to Nice.
6th.	G-ASNG.	Dove 6	from Tollerton to Southend.
	G-ARYV	Comanche 250.	from Biggin Hill to Speke.
	G-ASIU	Queen-Air 80.	from Wolverhampton to Hawarden.
8th.	G-ATNE	Cessna 150F.	from 'GRF' to Carlisle.
9th.	G-ATKO	Beagle B.206.	from Lulsgate to East Midlands.
	G-ATAI	Dove 8.	from Birmingham to Exeter.
10th.	G-ATNV.	Comanche 260.	from to Driffield.
	G-ASOF	Beagle B.206	from Glasgow to Lulsgate.
	G-ATDL	Cessna 310J.	from Birmingham to Woodvale. Retd 11th.
11th.	G-AMZY	Dove 8XC.	from East Midlands to Woodford.
	XA-SFI	H.S.748.	from Woodford. (See Out & About).
12th.	G-ARDE	Dove 6.	from & to Tatenhill.
	XM223	Sea Devon.	from Abingdon to Farnborough. (c/s "Nugget 35").
	G-AVCM	Comanche 260.	from & to Manchester.
	G-ATRW.	Cherokee 260.	from & to Manchester.
	G-ARYK	Cessna 172C.	from Tees-side to Newcastle.
	G-AODG	Viscount.	from Glasgow to E. Midlands. (1st. visit).



LEEDS/BRADFORD.(YEADON). Airport movements.(Cont'd).

January.

13th.	G-AMZY	Dove 8XC,	from & to E.Midlands.
	WV736	Pembroke.	from & to Northolt.
14th.	G-AMFP	Autocar.	from & to Tees-side;also 22/1.
15th.	G-ATKE	Cessna 150F.	from & to Newcastle.
16th.	G-ASOF	Beagle B.206.	from Glasgow to Lulsgate.
17th.	G-AMZY	Dove 8XC.	from & to Manchester.
	G-ARZR	Airedale.	from & to Booker.
	G-ATDL	Cessna 310J,	from Lulsgate to Woodvale.
	G-ARDE	Dove 6.	from & to Tatenhill.
18th.	G-ATDL	Cessna 310J.	from to Nice.
	G-ASKU	Cessna 172E.	from & to Manchester.
	G-AMZN	Dove 6.	from Manchester to Heathrow.
19th.	G-ASFF	Apache 235.	from & to Liverpool.
20th.	G-AJGT	Dove 7XC.	from & to Birmingham.
	G-ASLL	Twin Comanche.???	from Manchester to Blackbushe.
21st.	G-ASRE	Aztec C.	from & to Denham.
	G-AMZN	Dove 6.	from Heathrow to Manchester.
22nd.	G-AGOS	Desford 1.	from Southampton to Tees-side.
23rd.	G-ATIA	Comanche 260.	from to Turnhouse. n/s.
24th.	G-ASHW	Dove 8.	from Tees-side to Heathrow. n/s.
25th.	G-ASMD	Cessna 310D.	from & to Cambridge.
	N9605Y	Baron.	from Gatwick to Hanover. N/S.
26th.	G-ARRL	Auster J1/N Alpha.	
	G-ARUM	Dove 8.	
27th.	G-AMZN	Dove 6.	from to Manchester.
29th.	G-ASFF	Apache 235.	from Liverpool to
30th.	G-AMZN	Dove 6.	from Manchester to
	G-ASNU	D.H.125 Srs.1.	
	81344	U-8F Seminole.	U.S.Army. N/S.

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CREDITS:"C.K.", E.C.Barber, J.E.Buckle, P.Constable, H.Craven, D.E.Depledge, D.Hope, P.A.Jackson, J.M.Radcliffe, D.I.Shaw, D.Sykes, T.W.Sykes, C.J.Tock, North East Air News, Anglia Aeronews, Oxair, Air Pictorial, Flight Internat. Hull Daily Mail, Yorkshire Post, Yorkshire Evening Post.

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APOLOGY. We must apologise to both new and old members for the late arrival of this issue-with the loss of our former Editor, and Publisher/Printer, we have had to search for new "volunteers". In respect of December issue-the proofs were in the hands of the previous Publisher/Printer almost a month ago, and at this date, 11th.February, we are still without our "Yuletide" edition!!

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Yorkshire Air News is published by the West Riding Branch of Air-Britain and is intended for private circulation only. Due credit should be given for all information extracted therefrom.

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Closing date for contributions for the February issue is the 25th.February.

BRADFORD.7.

11th.February.1967.