

YORKSHIRE AIR NEWS.

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EDITORIAL.

I would like to express my thanks to my assistant for bearing the brunt of the labours of preparation of the May issue, whilst I didst editorially sortie into the lands of the E.E.C. The strange happenings occurring in the production of the last issue were the consequences of a long story which we will not reiterate. In order to speed the production of this journal we would be glad to hear from anyone living within striking distance of the editors, who would be prepared to help in typing the stencils each month.

We feel that there is a need for a statement of the policy of this journal, as we frequently hear whispers of criticism (no-one has the guts to shout) about what information we publish and that which we leave out. We try to provide news coverage for the Ridings and Lindsey, but we are interested in articles on all aspects, provided that (a) they are original, (b) they are not submerged in a mire of technological verbosity, and (c) they do not compromise security. We look forward to an avalanche of 'gen' articles.

M.T.P.

SECRETARY'S DESK.

The Hon. Secretary is unusually silent!!

M.T.P.

FUTURE MEETINGS.

30th. July - The Leeds Branch of the B.A.C.A.N. will be leading a discussion on aircraft noise, with particular reference to local problems.

26th. August - No formal meeting.

24th. September - Arrangements are not yet confirmed.

In addition the Branch will be present at Finningley on the 16th. September and we look forward to seeing as many members and readers there as possible.

The Secretary has recently received the following letter, which we publish in full in the hope that a knowledgeable reader may be able to unearth some information.

"Dear Mr. Stanfield,

Some time ago I was speaking to Mr. H.P. Martin who was, as you probably know, a partner in the Martinsyde Company and flew at Brooklands before the First World War.

He recalled that in about 1910 he accepted an invitation to give an exhibition of flying at Halifax. A large tent was erected on the golf course but the aircraft, which had been sent by rail, was damaged in transit and had to remain in the tent for repairs for two or three days.

During the night before the exhibition a violent gale wrecked both the tent and the aircraft and, in retrospect, Mr. Martin is inclined to feel that it was probably just as well, as he thinks he would probably have killed himself in the attempt, in view of the situation of the golf course.

Apart from Mr. Martin's recollections, no record of the visit to Halifax seems to have survived and the Library there has no trace of it, but it occurred to me that members of the West Riding branch of Air-Britain might be interested and might possibly be able to find some detail of it.

Yours sincerely,
Brian R. Robinson,
Manchester.19.

REMINDER.

That the Treasurer's address is now 1, Fairfield Close, Ferry Fryston, Castleford, Yorkshire.

AIRFIELD REPORTS.

BINBROOK.

New Lightning F6's with No.5 Squadron are XS903'A' and XS926'B'. These aircraft, together with XS899'G' and XS901'D', were No.5 Squadrons contribution to the Queens birthday flypast on June 10th. Reserve aircraft was XS894'F'. To complete the picture, other aircraft taking part were:-

111Sqn.XP700'Z',XP706'D',XP749'B',XP753'Y',XP754'X',XR713'C', (all F.3) and XS450'T'(T5).

23Sqn.XP705'K',XP737'L',XP752'O',XP759'J'(F.3's).

29Sqn.XV328'Z'(T.5),

Reserve aircraft were XP742'L' 111Sqn.,XP758'D',XP707'A' and XS417'Z'(T.5) all of 23 Sqn., and from 29 Sqn.,XP765'A',XP698'B(, and XP694'D'also noted was the mystery ship XP764'V'.(With acknowledgements to South East Air Review).

BROUGH.

The Stellaris Cessna 337 G-ATSM is believed to be away on a C.of A. renewal, and G-ATNY was noted on the 15th.May giving flights to local old people. Buccaneer-wise, we note that 800Sqn. is re-equipping with the S.2 at Lossiemouth, their aircraft include XV154 '106E',XV160 '104E' and XV161'105E'.

Movements.

13.6.67.	G-ATMT	Twin Comanche	23.6.67.	G-ASJY	Horizon
	G-ASUZ	Heron.		G-AVCA	Brantly B.2b
	G-AVLX	Aztec.			
	XJ724	Whirlwind HAR.10,202Sqn.			

LECONFIELD.

60 M.U. Report.

Lightning XP694, the B.A.C.test aircraft and second production F.3, departed on the 18th.May, and headed for Wattisham where it became 'D' of the reformed 29 Sqn., this unit formerly operating Javelin F.A.W.9's in Cyprus where it has been replaced by 74 Sqn., with Lightning F.3's. Other departures during May were F.1A XM214, and F.3 XR761, the former believed to be returning to 226 O.C.U. We appear to have omitted to mention that Leconfield now boasts a target facilities aircraft, Lightning F.1 XM144, sporting a golden arrow on its nose. This aircraft was originally 'J' of 74Sqn. in 1961, later being re-coded 'G'. When 74 Sqn., re-equipped with the F.3 late 1964 this aircraft was transferred to.226 O.C.U. at Coltishall, and was modified to F.1A standard before coming to Leconfield.

Shackleton WR982 'J' left on the 25th.May, after a five month stay and WR955 was accepted on the 8th. Andover XS641 arrived on the 25th.May, the crew returning in its sister ship XS609 of 46 Sqn. Abingdon. Hunter F.G.A.9 XF442 was present from the 18th.May to the 22nd, both journeys made on a 'Queen Mary' trailer. Javelin F.A.W.9 XH795 arrived in March ~~XXXXXX~~ and is now dumped on the Arran side of the airfield. This machine was allocated maintenance serial 7757M at 71 M.U.Bicester on 13.8.1962 but has apparently never carried this marking.

Rotary-wise 22 Sqn. Whirlwinds XP350 and XJ764 departed in May, and Wessex XR511 'P' left on the 23rd.May, XS679 arriving on the 18th.

Movements.

30.5.1967.	G-ARTY	Cessna 150B.	16.7.1967.	XS790	Andover CC2(1562)
31.5.1967.	XR486,XR487	Whirlwind HCC.12,			Queens Flight.
	(see 'Out and About')			G-ATFY	Cessna F.172
1.6.1967.	G-ARFF	Queen Air 65.	23.6.1967.	WB531	Devon C.1(04265)
13.6.1967.	KK862	Penbroke (P66/81)		HQ.,	RAFTC
	WH963	Canberra B.15/16,flight testing.		XF521	Hunter F6,'55'
					229 O.C.U.

202 Squadron'A'Flight, Leconfield.

On the 13th.June the Whirlwind HAR.10's on this units strength were XJ723 (WA.94), KJ924 (WA.95) and XJ729 (WA.100).

In 1966 the first instalment of a Dove history was published, but for various reasons this was not continued. Next month we will start again, the author, Mr.David Shaw having obtained a considerable amount of additional information.

OUT AND ABOUT.

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A Swiss registered Turbo-Porter landed in a field near Market Weighton on May 9th, registration please?

Prince Philip visited Bretton Park, Wakefield, on the 30th.May and Sir Leo Schulz High School, Hull, the following day. Transport was provided by Queens Flight Whirlwinds XR486 and XR487.

