

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.

Assistant Editor David A. Senior,
15, Southleigh Crescent,
LEEDS, 11.

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EDITORIAL

We would apologise for the recent deterioration in the production quality of Yorkshire Air News. We ask you to bear with us until these problems are overcome. An example of our problems is the stark fact that the Editor's typewriter is exactly twice the age of the Editor; anyone who can help in this direction is invited to contact the Editor as soon as possible.

MTP

SECRETARY'S DESK

There is very little to report this month: Firstly thanks to all those who helped on the stand at Finningley. I am sure everybody will be pleased to know that it was a more successful than last year and probably the most profitable venture the Branch has so far undertaken. The West Riding branch is certainly becoming well known.

The most important hurdle for the Branch to overcome before the end of the year is the Annual General Meeting. This is to be held at 3 p.m. on the 26th November 1967, in the Yorkshire Aeroplane Club. All Branch members should by now have received a duplicated letter giving details of this meeting and also a form for nominations for next year's committee. (I haven't received one - Ed) I would ask you all to seriously consider serving on the committee as the future of the Branch rests very firmly with you. Please may we have a good turn out.

JAS

OUT AND ABOUT

On the 9th of October Channel Airways' BAC-111, G-AVGP made a return proving flight on the Southend - Aberdeen 'bus-stop' service due to commence operations on the 1st November, subject to agreement on the proposed scheme for per capita landing charges. The aircraft departed Southend at 09.20, landed at LBA at 10.42 and departed a few minutes later en route to Tees-Side. The aircraft returned again at 18.40 and after another short stop left for East Midlands. An example of the proposed fares is the LBA-Luton fare of £6.16.-d. compared with the rail fare of £2.5.-d. for a four hour journey which usually involves a change. Services will normally be operated by H.S.748's or Viscounts, but One-Eleven's will be used if the demand warrants it. It is interesting to note that the Airline class LBA as one with 'moderately difficult' approaches, a state of affairs not helped by the lack of ILS.

The Viscount G-APTA was returned to Channel Airways at Southend on the 10th October. The Skyways '748's G-ARMW and G-ARMX arrived at LBA for lease to B.K.S. on the 3rd and 10th of October.

Leyland's Dove G-APVK has gone to Alvis Ltd., at Coventry and is not being replaced at LBA. This is probably due to the recent take-over of the Rover Group by Leyland's, Alvis Ltd., being part of the former.

Northair Aviation's new Cessnas are:- F.172I - G-AVUF (0477), G-AVUL (0448), and G-AVUX (0476); F.150H - G-AVUG to G-AVUI (0234, 0244, & 0247).

PRESS DATES

November issue - 13th November
December issue - 11th December

- 04094 LV-XWW Mk.1. Argentine Civil Aeronautics Board, to LQ-XWW Minister of Aeronautics, written off Formosa 26.2.55.
- 04095 LV-XWX Mk.1. Argentine Civil Aeronautics Board.
- 04096 VR-NAY Mk.1b. West African Airways Corporation, w/o Pt.Harcourt 26.9.58.
- 04097 YI-ABK Mk.1b. Iraqi Airways, to Air Jordan as TJ-ACA, to R.ARAB A.F. as D100, to G-ATGI Riley 400 c/n 7 with McAlpines, to F-BORJ
- 04098 VR-NET Mk.1b. W.A.A.C., to G-AOZW with East Anglian F/S, to B.L. R.Peacock, to Air Bush Operators.
- 04099 VT-CS0 Mk.1. Government of Assam, to G-ALMR with de Havilland, to English Electric, crashed in Ribble Estuary, Warton 12.4.60, recovered the following day but broken up and sold as spares to The Argentine.
- 04100 SU-Z-906 ferry marks, to Z906 Arab Legion Air Force.
- 04101 VR-NEW Mk.1b. W.A.A.C., to B.W.I.A., written off 14.11.50.
- 04102 SU-Z-907 ferry marks, to Z907 Arab Legion Air Force.
- 04103 OO-CF? Mk.1b. SABENA, Congo based (?)
- 04104 VT-CQY Mk.1b. Airways (India) Ltd., to VH-AWA Airlines of Western Australia, to MacRobertson Miller Airlines as VH-MMN.
- 04105 YI-ZAC ferry marks, to Iraqi A.F. as no.266.
- 04106 CS-TAB Mk.1b. Sociedade Acorinã de Transportes Aereos (S.A.T.A.)
- 04107 CS-TAC Mk.1. " " " " " " " "
- 04108 LV-XWY Mk.1. Argentine Civil Aeronautics Board.
- 04109 LV-XWZ Mk.1. " " " " " " " "
- 04110 LV-XXD Mk.1. " " " " " " " "
- 04111 LV- ? Mk.1. " " " " " " " "
- 04112 SU-Z-90 Devon C.1, Arab Legion Air Force.
- 04113 YI-ABL Mk.1b. Iraqi Airways, to Air Jordan as TJ-ACD. to R.Arab. A.F. as D101. to McAlpines as G-ATGJ for Riley 400 conversion.
- 04114 VR-NIB Mk.1. W.A.A.C. 'Sir Gerald Creasey', to East Anglian F/S, to B.L.R.Pocock, to R.K.Dundas Ltd., to Air Bush Operators.
- 04115 LV-XZO Mk.1. Argentine Civil Aeronautics Board.
- 04116 G-AKSK Mk.1b. de Havilland to Olley Air Service, to Cambrian A/W to East Anglian F/S, written off Fritham 23.7.55.
- 04117 VP-KDE Mk.1b. East African Airways Corporation, to G-AMFU W.F. Martin, to Fox's Glacier Mints, thence to Messrs Wilkins and Sopwith via Shackleton's, to Scottish Aviation Ltd.,
- 04118 VP-KDF Mk.1b. E.A.A.C. to G-AMJZ Gulf Aviation, w.f.u.
- 04119 VP-KDG Mk.1b. E.A.A.C. to VH-MMB MacRobertson Miller Airlines to VH-TLU and VH-RCI with South Australian Air Taxis Ltd.
- 04120 VP-KEJ Mk.1b. E.A.A.C. to VH-MAL Southern Airlines to VH-AWE, to VH-DSM, of D.S.M. Holdings Pty,
- 04121 G-AKSR Mk 1. de Havilland, to AP-AES Government of Sind, to P1302 Pakistan A.F. to G-AKSR Shackleton's, to Air Senegal as TJ-ACC 27.10.65., written off Tiko 21.1.67.
- 04122 G-AKSS Mk.1b. de Havilland, to ZS-DTC Commercial Air Services, to G-AKSS Fairey Aviation Ltd., to Mk.6, to Fairey Air Surveys.
- 04123 Z904 Arab Legion Air Force.
- 04124 YI-ZAL ferry marks to 267 Iraqi Air Force.
- 04125 G-AKST Mk.1b. Olley Air Service, to Morton A/S, to Union of Burma Airways, to G-AKST Morton A/S restored to KY-ACV but with Union of Burma Oil Co., to AP-AFE Pakistan Petroleum Co., returned to Morton's as G-AKST, leased to Burma Oil as XV-RVV, lost in a cyclone at Chittagon, Bengal 31.10.60.
- 04126 G-AKSU de Havilland, entered in Kings Cup race 1950 but never took part, to VR-TBE Williamson Diamond Mines to VP-YKF C.A.A.C. to Rhodesia Air Services Pty.
- 04127 VR-NIL Mk.1b. W.A.A.C. to G-AOBZ with East Anglian F/S, (Channel Airways)
- 04128 VR-NIT Mk.1b W.A.A.C. to G-ANVC Morton Air Services, to AP-AGT Melba Airways, returned to Morton's, to Union of Burma Airways as KY-ADI, returned to Morton's.
- 04129 SU-Z-905 ferry marks to Z905 Arab Legion Air Force.

(to be continued)

The greatest force in aeronautics before Wilbur and Orville Wright was unquestionably a Yorkshire baronet, by name, Sir George Cayley. Born on the 27th December 1773, at Brompton Hall near Scarborough, he was typical of the scientific amateurs who experimented during the 18th and 19th centuries and paved the way for the professionals of today.

His interest in aviation was stimulated by the first balloon ascents in 1783, by Montgolfier in a hot-air balloon, and by Charles in an hydrogen balloon, but it was not until 1793 or thereabouts that he had any personal success. These early efforts were with primitive helicopters using feathers, cork, and whalebone, and these were known as 'Chinese Tops'. In later life he built a greatly improved version which is recorded to have risen to an altitude of ninety feet.

In 1804, as a result of prolonged observation of bird flight, he built what was to become known as the 'first proper aeroplane of history'. This was in fact a model glider, constructed from a wooden pole with a conventional triangular kite attached to the pole at a six degree angle of incidence. The glider was test flown successfully on several occasions and it was from this design that Cayley evolved the full-sized gliders, which were tested at Brompton Hall.

Although his practical attempts were successful, Sir George Cayley is best known for his theoretical contributions to aeronautical science. In particular, it was he who realised that the problem of heavier-than-air flight was to make a surface support a given weight by application of power to this surface to obtain lift.

Cayley died in 1857, but luckily his writings on heavier than air flight were extensively read by every serious inventor thereafter and it is generally accepted that the modern aeroplane was developed from his work.

CC

"Forty Years On"

by P.A. Jackson

Although mid-September now marks the end of the display season, the weekend of 1-2 October 1927 witnessed the second air pageant of the Yorkshire Light Aeroplane Club, at Sherburn-in-Elmet. Ten Events were programmed for the Saturday afternoon in which the Club challenged the best of the London, Newcastle, Norwich, Halton, and Lancashire Aero Clubs, to five air races, interspersed with other items.

After the first event, a flypast of all competitors, was the Presidents Light Aeroplane Handicap, consisting of a triangular course defined by a flag-staff two miles upwind, a staff in the direction of Selby, and one near the railway in the direction of York, one mile distant. First to cross the line at the 5/- enclosure was D.H.60X Moth G-EBSK at the hands of B. Martin, followed by Avian G-EBTP with Mrs. Elliot-Lynn of the host Club, and Moth G-EBMP with Captain Sparks, who prizes of £50, £25, and £10 respectively. Other aircraft entered for the race were:- G-ERPU, G-EBOS, G-EBRR, G-EBQV, G-EBMV, and G-EBMV, all Moths, of which 'BQZ was replaced by G-EBTB; S.E.5A G-EBTM, Mayfly G-EB00, Avian G-EBRR, and Bluebirds G-EBSV, G-EBRF, and G-ABRG.

Event 3 was a crazy flying session by Flt.Lts., H.T. Lydford and F.J. Fogarty in Avro 504Ks, one of which was H2972, followed by a display of wing-walking. The next event was the Private Owners' Handicap, for a first prize of a cop and £30, with consolation prize of £15. Mrs Elliott-Lynn, now flying the S.E.5A G-EBPA, crossed the line first, but was disqualified due to an incorrect start, making the first three S.E.5A's G-EBQM and G-ABTO, and Moth G-EBOS. Other entries included ANCO II G-EBJO, piloted by N.E. Jones, and G-BAWS Boulton-Paul P.9, together with some of the competitors of the previous race.

Event Nine was a parachute descent from a Surrey Flying Services Avro, by the famous lady parachutist, Miss June (sounds like a stripper to me - Ed), followed by the final of the Open Handicap. The six competitors were, in order of finishing:- G-EBQM S.E.5A, G-EBTO and G-EBPA also S.E.5A's, G-EBUA Moth, as were G-EBSK and G-EBQV. Captain R.H. Davison then proceeded to bound across the field with a balloon

"Forty Years On" (continued)

The Ladies Handicap followed and was won by Miss Woodhead in the Moth G-EBNN, instead of her original mount, Avian G-EBQL. Second home was Miss O'Brien in G-EBOS Moth, followed by the similar G-EBMF, piloted by Lady Bailey. The final event of the day was the "Wattle Handicap" a 'humorous' affair, eventually won by the S.E.5A G-EBPA, aircraft only being entered earlier in the afternoon. At 5.15.p.m. the prizes were distributed, and the prototype Handley-Page W.10 G-EBMM, operated by Imperial Airways, resumed its joy-riding duties.

FINNINGLEY COMMENT

The Finningley report appears to have been remarkably free of errors as only one correspondent has raised any queries. It is suggested the Phantom 41028 was 41029 the choice is yours. Additional information is that the F.D.2, WG777 was wearing the badge of the Finningley veteran aircraft club and that Pembroke XL929 still displayed the badge of the C-in-C 'Bomber' Command. According to Editorial records Chipmunk WB739 belongs to the P.F.S. and WK555 and WP797 to the Liverpool U.A.S., but this was neither confirmed nor denied at Finningley. The origin of the Gannet should be clarified, the aircraft XL479, was code '261' of 849sqn from Brawdy, but carried the ship's code 'V' of H.M.S. Victorious, indicating that the aircraft belonged to 'A' flight which is detached to that ship. Turning to the non-powered varieties it should be noted that the Swallow was BGA.1398.

"Swifts at Church Fenton" - additions

WK277 to 7719M @ Cosford 9.5.61., then to Cranfield.
WK302 to Catterick
WK307 to 7714M @ 71 M.U. Bicester 17.2.61. then Catterick
XD962 to Bovington
WK296 to Waddington
XD921 to Finningley
WK305 to Leconfield
WK310 to Leconfield

It can be safely assumed that these aircraft finally disintegrated in a pyrotechnic exhibition.

INFORMATION REQUIRED

The Editor is attempting to compile a history of the Percival P.56 Provost and would be glad of any information readers may have. He would also like to hear from anyone with information on the Service use of the Whirlwind and Dragonfly helicopters.

FOR DISPOSAL - Abundant quantities of Aviation magazines, Flight, Aeroplane, Aeronautics, Flying Review etc., FREE to anyone who can collect them - apply to the Editor.

OUT AND ABOUT ONCE MORE

Apprentice Tradesman L/Cpl Micheal K. Johnson, of Dewsbury, who is at the Harrogate Army apprentices school, has been awarded a silver cup as the most outstanding glider pilot of the year in an R.A.F. Club. L/Cpl Johnson is a member of the Cleveland Gliding Club at Dishforth.

The visit of the Channel Airways One-Eleven to Yeadon, mentioned elsewhere in this issue, drew the expected noises of protest from the Leeds and Bradford Association for the Control of Aircraft Noise. The approach noise of the aircraft did not appear excessive to the writer in his Leeds Office but one can sympathise with the residents of Horsforth. Whatever ones views on this matter it does appear that the attitude expressed by the Airport Authorities to the noise problem leaves a lot to be desired.

AIRPORT MOVEMENTS

LEEDS-BRADFORD (YEADON)

The movements this month overlap with those published in the previous issue as some where omitted, owing to the late arrival of a contribution.

August

28th PH-MAA Dakota (33213) -Martinair, from & to Amsterdam, also
8/9
31st G-AVGW HS.125 (25120) -from Luton to Ronaldsway -CORRECTION
(not G-AVEW)

September

15th G-ATSL Cessna F.172G (0260) -from & to Turnhouse -diversion
from Doncaster
18th G-AVSU Hughes 269A (620102) -from Chester to Tees-Side
G-AVOD Husky (3688) -from & to Coventry
26th G-ATPC HS.125 (25009) -from Heathrow to Stansted

October

3rd XR639 Scout A.H.1 (F.9539) -from Netheravon to Turnhouse
c/s AA315 also5/10
4th G-ATMJ HS.748 (1593) - from Luton to Basle & return, Autair
5th G-ATUO Twin Comanche (30-1063) -from & to Gatwick
G-AVNM Cherokee 180 (28-4033) -from & to Hamble -also6/10
G-AVJG Cessna 337 (0715) -from & to Leavesden -N/S
7th G-AVCV Cessna 182 J (57492) -from Barton to Liverpool
9th G-AVGP BAC-111 (114) -from East Midlands to Tees-Side & return
- Channel A/W see p.59
G-APTA ViscountV.702 (71) -to Southend -see 'Out & About'
10th G-AVCA Brantly B.2B (466) -from Boroughbridge to Horsham
St.Faith
G-ARMX HS.748 (1538) Skyways -from Lympne for B.K.S. lease
11th G-ARGG Chipmunk (C1-0247) -from & to Blackpool
G-AVGM Cessna F.150G (0158) -from & to Leicester East
12th G-ASTC Cherokee 160 (28-458) -from Stapleford to Manchester
13th G-AVEZ Cherokee 140 (28-22767) -from & to Oxford
LN-KAP Convair 240 (153) Polaris A/T, from Oslo to Alesund
14th KG828 Dakota - R.C.A.F. 1st Air Division, from Gatwick to
Lahr
18th G-AVFX Cherokee 140 (28-22762) -from & to Oxford

DONCASTER

On the 27th September Twin Comanche G-ASOB visited here but more exotic on the ninth of this month was Beech Queenair N726T, on its way to Heathrow.

LINDHOLME

Queenair G-ASKM visited from Cranfield on the 18th September, while Twin Comanch G-AVAU was present on the 19th and 27th of that month. Also visiting on the latter date was G-ATSV Cessna 310C.

BROUGH

The 21st September saw Tri-Pacer G-ARCD visiting from Blackpool, but somewhat larger and noisier on the 4th October was HS.125 G-AVAI.

CROSLAND MOOR

Bamford's Dove G-ARJB visited on the 5th October, the Jetstream G-ATXH was rumoured on the 17th November but its presence has not been confirmed.

RICALL

Aztec C G-ATKG was here on the 18th September from Luton

CHURCH FENTON

On the 27th September Heron 2D visited. There is much confusion over the P.F.S. Chipmunks, we would be glad to receive an up-to-date unit list, please?

LATE NEWS

The East Riding County Council has granted the new Hull Aero Club five-year approval to operate from a 65 acre field at Oxgoddes, Paull, some eight miles east of Hull near the Humber Estuary where. Potential development envisaged on a scale of 150 acres

The R.A.F. received thirty Handley-Page (Reading) H.P.R.1 Marathons for use as advanced navigation trainers, designated the T.11. These aircraft were the bulk of the production and were diverted by the Ministry of Supply in 1952 when B.E.A.C. abandoned the aircraft for which there was an order for twenty-five aircraft for use on the airline's Scottish routes as a replacement for the Rapide. The R.A.F. aircraft were allocated the serials XA249 - XA278 but the last two were not delivered being diverted to Japan as JA-6009 and JA-6010.

We list below the aircraft that saw service with the R.A.F.'s no.1 A.N.S.

<u>serial</u>	<u>code</u>	<u>period in service</u>	<u>ex</u>	<u>Remarks</u>
XA250	-	16.3.57. - 10.12.57	'LVW	u/c collapsed 10.12.57
XA251	-	6.6.57. - 16.11.57	'LVX	spar failure 16.11.57.
XA252	-	27.6.57. - 17.7.58	'LVY	ex & to 10 M.U. to Hullavington scr
XA253	-	18.3.57. - 5.5.58.	'LXR	"Accident" 5.5.58.
XA255	-	14.4.58. - 27.3.57	'MAY	"Accident" 27.3.57. to 7465M T'cliffe
XA256	-	7.1.54. - 11.3.54.	'MDH	to 2 A.N.S.
		29.4.57. - 7.1.57		u/c accidentally raised 7.1.57.
XA257	'D'	8.3.57. - 17.7.58	'MEK	ex & to 10 M.U. to Hullavington scr
XA258		18.3.57. - 30.6.58	'MEL	from 2 A.N.S. to 10 M.U.
XA259		6.1.54. - 5.3.54	'MEM	from 10 M.U. to 2 A.N.S.
		8.4.57. - 10.7.58	'	from 2 A.N.S. to 10 M.U.
XA261	'B'	18.2.58. - 17.7.58	'MER	from & to 10 M.U. to H'vington scr
XA266	'J'	6.1.54. - 5.3.54	'MGN	from 10 M.U. to 2 A.N.S.
		21.3.57. - 26.6.58		ex 2 A.N.S. to 10 M.U. to Hullavington for scrap
XA267	'Q'	9.7.57. - 27.6.58	'MGO	ex & to 10 M.U. to Hullavington scr
XA268		5.1.54. - 5.3.54	'MGP	to 2 A.N.S. / 11.2.58.
		21.3.57. - 11.2.58	'	from 2 A.N.S. n'wheel collapse
XA269	'P'	5.4.57. - 29.7.58	'MGR	to & ex 10 m.u. to Hullavington scr
XA270	'F'	5.1.54. - 11.3.54	'MGS	to 2 A.N.S.
		18.3.57. - 26.6.58		ex 2 A.N.S. to 10 M.U. to H'ton scr
XA272	'R'	7.1.54. - 11.3.54	'MGU	ex 10 M.U. to 8 F.T.S. & 2 A.N.S.
		15.7.57. - 18.7.58	'	ex 2 A.N.S. to 10 M.U. to H'ton scr
XA273	-	27.2.57. - 30.11.57	'MGV	u/c collapse 30.11.57
XA274	'E'	26.3.57. - 17.7.58	'MHT	ex & to 10 M.U. to Hullavington scr
XA275	'N'	18.3.57. - 10.7.58	'MHU	ex 10 M.U. to 2 A.N.S. to 10 M.U. to Hullavington for scrap
XA276	'S'	31.7.57. - 18.7.58	'MHX	ex & to 10 M.U. to Hullavington scr

The constructors numbers are:- 101 - 126 XA249 - XA273 (ex 112)
 131 & 132 XA274 & XA275
 135 - 137 XA276 - XA278

Several of the aircraft consigned to Hullavington for scrap were in fact restored to F.G.Miles Ltd., Shoreham in 1959 and formed part of the scene there for several years before their final destruction in a Portsmouth scrapyard. Aircraft so treated included XA252, '261, '269, & '274. Of these XA274/G-MHT was seen in a reasonable condition and may have flown, certainly it was the final aircraft to be scrapped.

(with thanks to P.A.Jackson, MTP, BCAN, and
 Air Pictorial)

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