

# YORKSHIRE AIR NEWS

\*\* THE JOURNAL OF THE WEST RIDING BRANCH OF AIR BRITAIN \*\*

VOLUME IX    NUMBER I    JANUARY 1973

EDITOR & TREASURER } S.A.Langfield, 67 Orchard Grove, Thorpe Edge, Idle, Bradford, Yorkshire.  
MOVEMENTS EDITOR: T.W.Sykes. 219. Queensway, Yeadon, LS17 9PA. Leeds.  
SECRETARY: P.Jackson. 128, Victoria Mount, Horsforth, Leeds, LS18 4PZ.  
CHAIRMAN: D.A.Senior, 23, Queens Drive, Carlton, Wakefield, WF3 3RQ.

## EDITORIAL

Another year, another editor. From the last issue of YAN most of you will know that we have a new editor, and any scraps of news you come across can, and should, be sent to myself and any movements to the Movements editor, Terry Sykes. It has always been a problem to gather sufficient information to produce a readable and worthwhile magazine, so to give that extra push to help you write in we have decided to offer a little inducement. This will take the form of an oil painting of a Spitfire for the best article and a book of Profile Portfolios, which contains prints of aircraft of frameable quality, and this will be awarded to the most regular contributor. I intend to follow the precedent set by last year's editor in that Yorkshire Air News will be a YORKSHIRE Air News so all items of news MUST be relevant to the Yorkshire scene.

As Treasurer (as well) may I plead to those who have not yet renewed subscriptions to do so, to those that already have - thankyou. YAN still costs 70p and Air Britain subs are £3.

My thanks go to Terry Sykes for his support as Movements Editor.

Steve Langfield.

## A WORD FROM THE CHAIRMAN.....

On behalf of the Branch I wish to thank Jim Stanfield and Ken Grogan for their services over the years, both of them former committee members and founder members. Without them the Branch would not be in the position it is in to-day, we all extend our gratitude to them and hope they will continue to associate with the Branch. Thanks also to Len Jackson who is standing down as Secretary after 2 years of fine work in the most difficult of positions within the committee.

Dave Senior.

## .....AND THE SOCIAL SECRETARY

The Disco-Dance at the Yorkshire Aeroplane Club was a great success. We must thank a lot of people for making it go so well, and special thanks go to the Aero Club for making it all possible, (Thanks go also to Dave himself, his wife and his mother, Mike Gaunt, Amy and Hilda who worked like Trojans on the night-Editor). The next event will be a Fancy Dress Ball, the date to be arranged but it will probably be held in early March.

The Branch has challenged the Ilkley and District Motor Club to a darts match on Wednesday 31st January. Why not come along and support us, it will take place at the Aero Club from about 9pm.

It is intended to develop the social side of the club much more this year. Trips planned for the future include: the Hendon museum and a trip round a Brewery in March, a trip to the Shuttleworth Trust in July and several other coach trips to various places. If you are interested in any of the above please send your name to me at 16, Hawthorne Avenue Yeadon. A good time should be had by all!

Dave Allen.

## SOCIAL DIARY

January Sunday 28th. Air Britain Meeting. This will be a 'slide quiz', questions compiled by John 'anybody want to buy some eggs' Wheatley. There will be a first prize of £2 and a second prize of £1 for the winners. Meet at the Aero Club, Yeadon at 15.00 hrs.

Wednesday 31st. Darts Match.

It will be showing the film 'Those Magnific

## NEWS

Northeast has declared an interest in the purchase of a number of HS146 aircraft which is at present still in the project stage. The aircraft would replace Viscounts and together with Cambrian as part of B.A.S. up to 30 could be ordered.

Leconfield will be the base for the Lightnings of Nos, 5 and 11 squadrons next year when major repairs are made to the runway at Binbrooke. The work will take place between May and August.

The Leeds City Council has decided not to back a further application for a runway extension at Yeadon but will instead support plans to build a new regional airport. Such a decision would put a halt to any plans of extension. In reply the 420 airport workers have formed a group called 'Save the Airport At Yeadon' (STAY) in an attempt to reverse their decision.

Cessna 172 G-AZZV, based at Leeds, sustained damage to wing tip when it was caught by a gust of wind whilst parked at Glasgow. A new wing is being fitted at Glasgow.

Bridlington County Council have proposed to commemorate the 45th anniversary of the Flight to Australia by Hull born Amy Johnson. It proposes to hold a festival, but exactly what form it will take has not yet been decided.

Grindale based Cessna 150 G-ATND was badly damaged when it made a forced landing in a field near Burton Agnes due to shortage of fuel on 9.12.72. The aircraft hit a bank of fog over Flamborough Head whilst on a training flight. On landing the wheels caught in soft soil and the aircraft overturned, no one was seriously injured. The wreckage was collected by Yorkshire Light on 16th and taken to Yeadon.

Former Leeds resident Cessna 172 G-AVHI met a sorry end when it was ditched by its young pilot into the sea 50 mls. east of Wick. It was on a flight from Manchester to Wick when it ran out of fuel in bad weather. The pilot was killed.

Varsity WF382 is now on the fire dump at Lindholme, Shackleton WR989/K has joined the Leeming dump and Jet Provost XM418/28 is expected to follow it, Catterick has received Canberra T4 WH 842.

Beagle 206 G-ASOF was delivered to Northern Air Taxis on 23.12.72. Beagle 206 G-ATYC is expected to continue in use until May when it will be broken up.

Northair will shortly receive Cessna 150 G-BAIK c/n 0903 and Cessna FR172 G-BAIL c/n 0370. Since their current advertisement in Flight offers the 1973 versions of the Cessna 182 and 337 we can expect Northair to register examples of both types soon. Also reported for delivery about May are two Cessna 310's and a Cessna 421, these will be flown from the U.S.A.

Comet ST-AAW of Sudan Airways is now for sale at Tees-Side at a reported price of £150,000 - any offers?

On the 28th December a drop tank from a Victor of No.543 Squadron, RAF Wyton, fell 30,000 ft. into a field near Eberston, between Pickering and Scarborough, making a crater 20ft deep. At first it was thought to be a crashed aircraft and rescue services were called out.

Yeadon's passenger figures for 1972 show an increase of 3.3% over the previous year. Totals were 259,632 which was 8,301 greater than the 1971 total. London was the most popular route with 108,132 passengers taking advantage of the service, other figures were: Belfast 35,761, Glasgow 20,593, Channel Islands 33,615, Amsterdam 8,429 Dublin more than 21,000. Air Freight, however, was down at 1054.2 metric tonnes by 4.4%.

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## ADVERTS

Aero-Review of Holland, the Dutch magazine which specialises in civil and military aviation in Holland and surrounding countries, and is printed in English. Write to Aero-Review of Holland for a free copy at P.O.Box 1837 Rotterdam, Holland.

Wanted for a monograph on the Jet Provost, information on individual aircraft and photographs suitable for reproduction. All information etc., lent will be copied, promptly returned and duly credited. All replies to P.Jackson, 128, Victoria Mount, Horsforth, Leeds, LS18 4PZ.

## CREDITS

A.A. Foster, Air Britain News, B. Martin, Ian Sim, Yorkshire Post, Pete and Ian Barber, Telegraph and Argus, Phil Jackson, Trevor Smith, Dave Allen, A. Anderson, A. Barker, Y. Pettie.

## INFORMATION REQUIRED

Does anybody know the identity of the four-bladed wooden propellor which hangs on an outside wall of the Black Swan Inn at Burn Bridge, near Harrogate? Replies, if any, to the editor please.

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# YORKSHIRE AIRFIELD REVIEW

Part 1 of a two part survey.

ACASTER MALBIS (5352 0107) 4mls S York. Opened 1942, served as a satellite for Church Fenton and Marston Moor. Reduced to care and maintenance 28-2-46.

ACKLAM (5432 0114) Post war civil airfield, now disused.

APPERLEY BRIDGE 3mls N Bradford. Very active pre WW1 civil airfield.

ARRAS FARM On the A1049 near Market Weighton. Once the base of various Austers owned by T.A. Stephenson and Son Ltd.

ATWICK 15mls NE Hull. A flight of DH'6's operated from here during WW1.

BARWICK-IN-ELMET Based in the village is Gyrocopter GASNZ.

BAWTRY (5325 0102). Once a communications airfield.

BELLASIZE (5344 0046). W Hull. Once a satellite field for 4 FTS.

BEVERLEY Used during WW1 by Home Defence Squadrons and for advance pilot training.

BRAMHAM MOOR Used during WW1 by Home Defence Squadrons.

BREIGHTON (5348 0054). Post War military airfield, last used by RAF in 1963 as a base for Thor missiles. Still used by crop spraying aircraft and for the illegal importation of Pakistanis!

BRIDLINGTON/GRINDALE (5409 0014). Used by Grindale Sports and Parachute Club, base of Cessna 172 GARAV (now engineless), Auster GAHHH and Cessna 172's GBAAS and GATVV.

BRIDLINGTON/SPEETON (5408 0014). Little now remains of this once active post war civil airfield.

BROUGH (5343 0033). 6mls W Hull, 13ft amsl, 3900ft H. Site of Hawker Siddeley factory, constructing Buccaneers, Harrier wings and fuselage sections, Trident front fuselage sections and A300B wings. Resident here is Humber Airways with Aztec GATHJ and Islanders GAXRM and 'N. Base of the last flying B2 GAEBJ and the wings of B2 GACLD are to be found. Harrier XV743 and the wings of Kestrel XP696 are dumped on the airfield. Robin GAZHK is a

BURN (5345 0105) 2 mls. S. Selby. Opened 1942. Once satellite for Snaith. <sup>new resident.</sup> Runways still visible but in poor condition.

BURNISTON Near Scarborough. Heliport. Often used on oil rig support duties. Base of Bell 206A GBADS owned by T. Hon. Viscount Downe. At the local army barracks is a landing field.

CALVERLEY Crossfield Farm. Was used by Cessna 150F GATNC until it crashed here.

CARNABY (5404 0016). Used as a sub-station for Howden Airships, and then as an RAF field. Sold to Bridlington Town Council for development as an Industrial site in 1972.

CARLTON MOOR (5425 0112) 10 mls. S. Stockton on Tees. Base of Newcastle Gliding Club. Resident here are Olympias BGA 1057/242, BGA 1228/465, BGA548, Kite BGA327 and Motorspatz GASP. Y.

CATFOSS (5355 0015) 9 mls. SE. Driffield. Opened 1929. Used as an armament training camp from 1929, opened as an airfield in 1940 and closed in 1946.

CATTERICK (5422 0137) on the A1, 3300 ft. H. Opened 1916. Now the site for an RAF Fire School, recent victims include Canberras and Shackletons. Aircraft which passed through in 1972 and may still be visible are as follows: Sycamore HR14 XJ865/SU; Hunter F1's WN895, 7626M/RS, 7494M and 8002M; Meteor T7 WA697; Vampire T11 XD550; Sea Hawk FB3 WF299; Hastings C2 WJ338; Pembroke C1's WV700, WV739, WV749, WV752, XF797 and XL956 Canberra T4 WJ881; Canberra B6 WH976 and WH962; Canberra B2 WD980, WH924, WJ642, WJ729; Canberra PR3 WE141 and WE150; Shackletons MR2C's WL800/J, WG555/K, WL755/L, WL748/R, WL758/W; Shackleton MR3 WR980/S, WR978/A.

CHURCH FENTON (5350 0111) 4 mls. SE. Tadcaster, 6000 ft. H, opened 1944. Currently the base of 2 FTS. Spitfire VB BM579/5718M coded PR-0 and Meteor NF(T) WS739/7916M stand on the gate while the following can be seen on the fire dump; XN638 and XM474(wings only)

... 2500 are as follows:

WD292/J	WP839/2	WD352/7	WK575/4	WK514/6	WD363/5	WP275/7	WD310/8
WG349/9	WP965/10	WD371/11	WP871/12	WB763/14	WK639/15	WG306/16	WB739/17
WZ879/18	WZ868/19	WG478/20	WP831/21	WG316/22	WZ849/23	WP857/24	WZ856/25
WG469/26	WB550/27	WG348/28	WK628/29	WP924/30	WD353/31	WG470/32	WG480/33
WB738/34	WZ858/35	WK507/36	WP980/37	WD285/38	WK643/39		

Chipmunk T10's of The Yorkshire UAS:  
 WB726/A    WG468/B    WP896/C    WD309/D    WB760/E    WK638/F    WK550/G

Chipmunk T10's of 9 AEF  
 WK590/X    WD382/Y    WG321/Z

COAL ASTON (5318 0125) 5 mls. S. Sheffield, 2400ft. S. Operated by British Steel Corp.

COPMANTHORPE 5 mls. SSW. York. Used by Home Defence Squadrons in WW1.

CORPSLANDING Near Hutton Cranswick. Base of Auster J/1N GAGXN.

COTTAM (5403 0028). Once the satellite for Drifffield.

COWICK HALL (5341 0101). 5 mls. WSW Goole. 1500 ft. S. Base of GAWVS Cessna (STOL) 337

CROSSFIELD FARM see Calverley.

CROSSLAND MOOR (5337 0150) SW. Huddersfield, 2900 ft. H. Used by David Brown Ltd., and currently undergoing improvements. Residents are GASHX Cherokee 140, GAVUJ Falco and GAPVA Tri-Pacer.

DALTON (5411 0121) 3 mls. S. Thirsk. Opened 1941 as satellite for Topcliffe. Currently the base of GASWL Cessna F172.

DISHFORTH (5408 0125) 3.5 mls. E. Ripon to the East of the A1, 5900 ft. H. opened 1937 Former RAF Base, still used as satellite for Linton and Leeming. Base of the RAFGSA and Auster 6A GASOC and Terrier 1 GAVCR.

DONCASTER (5331 0106) SE. Doncaster 2500 ft. S. Base of the South Yorkshire Aero Club and the following aircraft: GATFW Luton Minor, GATRW Cherokee Six, Condors GAWSR GAWST GAXGV and GAYFF, GAWCX Cessna F172, GAXZM Nipper, GAYUM T.61 Falke, GAXLS Jodel DR.105A, GAVWR Cherokee Arrow, GASUB Mooney M20E and the following gliders: BG1178 (ex GARTE) an Olympia, Swallows BG1169 and BG1398 and KAL3 BG1436., and GASLL Cessna 337.

DRIFFFIELD (5400 0028) Ex. RAF station, kept under care and maintenance. Base of Twin Comanche C/R GAZIA.

DRINGHOE GRANGE see Skipsea.

DUNSLEY (5430 0040) near Whitby. Formerly a pre-war Civil airfield.

EAST HESLERTON (5411 0034). Once the base of a pre war flying club.

EAST MOOR (5404 0150) 7 mls. N York. Opened 1942 and closed 1946. Ex. RAF field, parts of the airfield are still visible.

ELVINGTON (5355 0058) 4 mls. WE. York. Ex RAF, still kept open as satellite for Linton Sometimes used by Civil Aircraft.

FINNINGLEY (5329 0100) E. of Doncaster. Opened 1936, 9000 ft. H. Used by 6 FTS with Varsity and Dominic aircraft. 6 FTS Varsities:

WJ939/M	WL627/O	WF382/Q	WJ943/R	WJ910/S	WF372/T	WJ915/W	WL668/X	WJ944/Y
WL626/P								

6 FTS Dominies:

XS712/A	XS732/B	XS713/C	XS727/D	XS728/E	XS739/F	XS729/G	XS730/H	XS731/J
XS714/K	XS726/L	XS709/M	XS734/N					

6 FTS Jet Provost T.4:

XP567/R	XP583/S	XP557/T	XR673/V	XP560/W	XP548/X	XR658/Y	XP556/Z
XP564/Q							

The following Varsities are dumped on the field: WF385/H, WL682 and WJ919/L. The Finningley Vintage Aircraft Museum includes:

Z7197 Proctor III	WP190 Hunter F4 (actually XF309)
KL149/7988M Beverey C1	XA726/7717M Javelin F(AW)1 (actually XL549)
WE600/7602M Auster Antarctic	WG456/7750M Meteor T7 (actually WH168)
7507M/XD674 Jet Provost T7	XD506/7983M Vampire T11
7957M/XF545 Provost T1	YK893/MIIN 51/112372 Me 262A
WR977 Shackleton MR 3/3	XN819 Argosy C1
RAFIN Airguard (under construction)	

Due to lack of space some aircraft are kept at RAF Topcliffe.

FULL SUTTON (5358 0052) 9 mls. NE York. Opened May 1944. Wartime airfield now disused.

GRINDALE See Bridlington.

HEDON Near Hull. Once a very active airfield.

HELPERBY 8 mls. E. Ripon. Used by the Home Defence WW1.

HIGH MELTON Bell 47 GATYV is based here.

HOLME-ON-SPALDING MOOR (5348 0044) 6000 ft. H. Opened 1941. Hawker Siddeley flight test field for Buccaneers and Phantoms.

HORNSEA Seaplane station during WW1.

HOWDEN 6 mls. N. Goole. Once an airship base, some of the original buildings are still visible.

HUMBLETON 5 mls. N.Hull. Farm strip. Base of GARFB Caribbean.

HUDDERSFIELD In the town is GATIB Gyrocopter. See also Crossland Moor.

HULL See Brough and Paull.

HUTTON CRANSWICK (5357 0027). Wartime airfield, parts still visible but now disused.

KEIGHLEY It is believed that Gyrocopter GAXIY. is still based here.

KIRBYMOORSIDE (5415 0057) Site of the Slingsby factory producing gliders and the Falke. Once the site of a pre-war civil airfield.

KIRKLEATHAM Once sub-station for Howden Airships.

LECONFIELD (5353 0026) 8 mls. NNW.Hull, 7500 ft. H. Opened 1937. Home of 60 MU, Large numbers of Lightnings maintained. 202 Sqn. based with 4 Whirlwinds.

CONTINUED

LATER IN THIS

ISSUE

### LEEDS/BRADFORD REVIEW AND MOVEMENTS

December.

1. G-ATAI DH 104 Dove	G-AVVK PA-23 Aztec	G-AXDL Twin Comanche
G-AWJW Jet Ranger		
2. G-AYYN Cherokee Arrow	G-AVJG Cessna 337B	G-ATDL Cessna 310J
G-BAFA AA5 Traveler	XS645 Andover RAF 'Ascot 4909'	
3. G-AVGA PA-24 Comanche	G-AVGB PA-28 Cherokee	G-AYNK Hughes 369HE
G-AZLL Cessna FRA150		
4. G-AXMR PA-31 Navajo	G-AZLG Baron	G-AXMM Jet Ranger
G-ATZN HS 125-3B	G-AYER HS 125-400B	G-AZSM Cherokee Arrow
G-AYLM AA 1 Yankee	G-AWGX Cessna F172 n/s	
5. G-APZU DH 104 Dove	G-AYER HS 125-400B	G-AWTW Baron
G-ARYF PA-23 Aztec	N720F Gulfstream 2	? ? Andover 'Kitty 4'
6 G-AZUG AA5 Traveler	G-AZZL PA-23 Aztec	G-AZFR Cessna 401
G-ASWO Cessna 210	G-ARYF PA-23 Aztec	G-AWTV Baron
G-BABW King Air	G-BAEJ AA5 Traveler	G-ATPL BAC 1-11
N13773 PA-23 Aztec	PH-PBX F-28 Fellowship n/s	
7. G-ASON Twin Comanche	G-AWTV Baron	G-AZKS AA1 Yankee
G-ATDL Cessna 310J	G-AVXL HS 125-3B	G-ATZN HS 125-3B
G-ALFT DH 104 Dove	G-BABW King Air	VR-BEH Boeing 737 n/s
8. G-AYLM AA1 Yankee	G-AWAN Baron	G-AVNA Queen Air A65
G-AYTP PA-23 Aztec	G-AZLL Cessna FRA 150	G-ATMU PA-23 Apache
G-ARYV PA-24 Comanche	G-AZIA Twin Comanche	G-AYBO PA-23 Aztec
G-ATZN HS 125-3B	G-AWPK PA-23 Aztec	XV177 Hercules
XS794 Andover 'Ascot T1201'		
9. G-AWXW PA-23 Aztec	G-AVRX PA-23 Aztec	G-AYTH Cessna FR172 n/s
G-AVXL HS 125-3B	G-AZRU Jet Ranger	
10. G-AOJC V802 Viscount	G-AYLM AA1 Yankee	G-AYED PA-24 Comanche
G-AXSG PA-28 Cherokee	G-ARYR PA-28 Cherokee	G-ASAR Twin Comanche
11. G-AYOE Bell 47G	G-AWXW PA-23 Aztec	G-APMY PA-23 Apache
G-ASMR Twin Comanche	G-AYOJ HS 125-400B	G-AWGU Jet Ranger n/s
G-AVNG Queen Air A80	G-AVVB HS 125-3B/RA	
12. G-AWXW PA-23 Aztec	G-ASKV Queen Air A80	G-APXJ PA-24 Comanche
G-AWAY Cherokee Arrow	G-AVNA Queen Air A65	G-AVUI Cessna F150
G-AYYN Cherokee Arrow	G-AVBP PA-28 Cherokee	G-AYXA Twin Comanche
G-AYWZ Twin Comanche		
13. G-APZU DH 104 Dove		

I-BOGI HS 125-3B	G-ALDC PA-23 Aztec	VR-BEH Boeing 737 n/s
14.G-AYND Cessna 310Q	G-AXDC PA-23 Aztec	G-AWTW Baron
G-AZHK Robin HR100	G-AVKZ PA-23 Aztec	G-AVXL HS 125-3B
G-AVWR Cherokee Arrow	G-BAEJ AA5 Traveler	F-BRAL Lear Jet
XT172 / XT240 / XT244 / XT510	Sioux's	
15.G-AZYR Cessna 340	G-AZIA Twin Comanche	G-AYYN Cherokee Arrow
G-AWTX Cessna F150	G-AYLO A11 Yankee	G-ASIL PA-28 Cherokee n/s
G-BAPA AA5 Traveler	F-BLNX Cessna 320A	
20.G-AZRR Cessna 310Q	G-AYHZ Cherokee Arrow	G-ARDC Cessna 210
G-AWXW PA-23 Aztec	G-AXMR PA-31 Navajo	
21.G-AZZK Cessna 414		
22.PH-WOU Cessna 414 n/s		
23.G-AZTO PA-34 Seneca	G-ASOF B.206 n/r	
24.G-AWGX Cessna F172 n/s	G-ASEJ PA-28 Cherokee	
27.G-AZVJ PA-34 Seneca	G-AXMR PA-31 Navajo	G-BAEJ AA5 Traveler
28.G-AYTA Rallye Club	G-ARZX Cessna 150	G-AXMR PA-31 Navajo
29.G-ATDL Cessna 310J	G-AXMR PA-31 Navajo	G-AYYN Cherokee Arrow
G-AXSG PA-28 Cherokee		
30.G-AWXW PA-23 Aztec	G-AXMR PA-31 Navajo	SE-EDC Baron
31.G-AVWI PA-28 Cherokee	G-AZGG King Air	G-ASHX PA-28 Cherokee
SE-EDC Baron		

The sudden drop in movements after the 15th was due to the almost total closure of the airport by fog. Of the aircraft that did visit during the month star attractions were the Fellowship of the Dutch Royal Flight bringing Prince Bernhard for a shooting holiday on the 6th and the Boeing 737 VR-BEH of his host Stavros Niarchos on the 7th. Cessna 414 PH-WOU on the 22nd is flown by an ex student of the Yorkshire Aeroplane Club who came home for Christmas and departed on the 28th. Baron SE-EDC on the 30th is a new acquisition of Eastern Aviation and was from Jersey to Sherburn, the following day it was doing the return trip. A departure during the month was Rallye G-ARTT which moved to Tee-Side on the 3rd. Moving the other way was Beagle 206 G-ASOF which arrived for Northair on the 23rd. Another arrival was Cessna F150 G-ATND which came by road on the 20th after the crash reported elsewhere in this issue. With Northair the Cessna 337 G-AXFG is slowly being rebuilt and consuming major components of the long defunct G-AXGI in the process. Also undergoing repair with Northair is the Cessna 337 G-ATPU of Casair which arrived by road on 30.11. after an undercarriage collapse at Ayr racecourse. Cessna F150 G-BAEU had an air test on the 6th and is now based at Sherburn.

#### SHERBURN

As we have no regular correspondent here the following information has been compiled mainly from observations made on a few visits to the airfield.

Eastern Aviation have acquired more Swedish aircraft, the latest is Baron SE-EDC c/n TC-319, and Cherokee SE-EOA c/n 28-10642 arrived at Sherburn on 15.11. The Eastern Aviation hanger also contains at the moment Nipper G-ASXI, Mooney G-ASBN which is being repaired after its undercarriage collapsed here a few months ago, Condor G-AXGV was being serviced and Tiger Moth G-ANEL is progressing well under its partial rebuild. Turbulent G-AWDH was gradually taken to pieces and was not to be seen by the 29th December. Pawnee G-AZIE appears to be hibernating in one of the hangars, Jodel G-AYJA has been sold but is still at Sherburn. Yankee G-AZKS has received some damage to control services and rear fuselage but is not too badly damaged. New AA5 Travellers can be expected to be delivered to Eastern Aviation soon as G-BAJN c/n 0259 and G-BAJO c/n 0260 were registered to them on 29.11.

#### TEES-SIDE

In the absence of a complete report from our Tees-side correspondent we have compiled a partial list from a number of sources. Additions will be incorporated in next months list.

December.

3.G-ARTT Rallye Club	New resident, delivery from LBA.
4.G-AXAW Cessna 421A	To Lulsgate.
5.G-BADO PA-32 Cherokee Six	To Stanstead.
G-AZXH PA-34 Seneca	
6.G-ALFT DH 104 Dove	From Stanstead.
G-ARYF PA-23 Aztec	G-AYWF PA-23 Aztec.
G-AWGX Cessna F172	From Leeds/Bradford.
8.G-AZIA PA-39 Twin Comanche C/R	To Leeds/Bradford.
11.G-AVMU BAC 1-11 510ED	From Ringway.
13.G-AYHW Cessna F337	From Hawarden.
G-AVRX PA-23 Aztec	
14.G-AZDK Beech 95-B55 Baron	n/t

( Tees-side Cont. )

G-AXXG BN2A Islander

20.G-ATTD Cessna 182J

G-AYDE PA-23 Aztec

G-AZDK Baron

21.G-AYLG HS 125 400B

F/T Leicester East.

Diversion from Leeds/Bradford.

To Luton.

#### CHURCH FENTON

13.12. G-AWWK Beech King Air

To Blackpool.

14.12. G-AYEM PA-23 Aztec

From Leeds/Bradford.

15.12. G-AZYR Cessna 340

From Heathrow to Leeds/Bradford.

HULL/PAULL was visited by AA5 Traveler G-BAEJ on 14.12 from LBA to Sherburn. HS 125 400B G-AYEP visited FINNINGLEY on 1.12. A visitor to Doncaster on 30.12. was G-ASNN Cessna 182 , and SHERBURN received Pup G-AXCW from Leeds on 28.12 and this remained for a few days due to bad weather, also from Leeds was Aerobat G-BAEZ which made several visits.

Helicopter activity noted is as follows.....

Jet Ranger G-AWJW visited Pudsey on 1.12 from Battersea to LBA and then from LBA to Battersea. Jet Ranger G-AZRU called at Huddersfield from Newcastle and went to LBA on 13th. Allouette G-AWLC was in use on 4.12 at the start of the RAC Rally at York.

#### FLYOVER REPORT

13.12 OY-APN Boeing 720	Ott. 16.49 19000'	To Manchester, 'Maersk 205E'
14.12 G-AYLI HS 125	Pol. 09.49 21000'	J.C. Bamford, to East Midlands
18.12 N4901C Douglas Dc-8	Pol. 09.42 31000'	'Capitol 01C' To Mc.Guire.
G-AZGF Beagle Pup	LBA. 12.54 3000'	Ex- PH-KUF. Sunderland to Panshanger
19.12 F-BLEEM Beech 99	Pol. 10.25 6000'	Air Paris ( ex- N857SA ) To Paris
17171 Douglas C-117	Pol. 11.30 8000'	U.S.N. To Prestwick
G-AYEX Boeing 707	Pol. 13.23 18000'	Manchester to Prestwick
OY-DVL Cessna 500 Citation	Ott. 16.27 29000'	From Manchester
20.12 59409 Starlifter (C-141)	Pol. 11.50 30000'	To USA, Anders Air Force Base
21.12 G-AWZP Trident 3	Pol. 09.40 23000'	Bealine 'ZP to Heathrow
23.12 90004 C-5A Galaxy	Pol. 09.39 31000'	'Air Force 9 triple 04' To USA
27.12 PH-BUE Boeing 747	Ott. 07.51 32000'	To Amsterdam
29.12 G-AZMZ Boeing 737	Pol. 10.16 26700'	From Newcastle
30.12 G-AROA Cessna 172	LBA. 10.54 5000'	Newcastle-Birmingham via OLD & A1.

#### OFF THE SLINGSBY LINE

We are indebted to Slingsby Sailplanes for supplying us with the following information.

<u>C/N</u>	<u>REG</u>	<u>TYPE</u>	<u>OWNER</u>	<u>FIRST FLOWN</u>	<u>DATE OF DESPATCH</u>
17		T.59F Kestrel	D.J.Robertson, Moseley Birmingham	16.10.72	22.10.72
1769		T.61C Falke	Sailplane Dist. Pty Ltd. South Australia	8.10.72	15.10.72
1770	G-AZYY	T.61A Falke	J.A.Towers, Yearby, Redcar	23.8.72	29. 8.72
1774	G-BADH	T.61A Falke	P.A.Cottrell, Dorset Gliding Club, Salisbury	27. 9.72	29. 9.72
1789		T.59D Kestrel	J.Belleavance, Quebec, Canada	15. 9.72	2.10.72
1793		T.59D Kestrel	Mr. Prue, Santa Monica, California	24. 8.72	31. 8.72
1794		T.59D Kestrel	Aero Klub Republiky Ceskosl. Praha, Czechoslovakia	21.11.72	22.12.72
1795		T.59F Kestrel	J.Delefield, Sleaford Lincs.	15.12.72	18.12.72
1797		T.59F Kestrel	Mr. Vennard, Stroud, Gloucs.	8.11.72	12.11.72
1798		T.59F Kestrel	M.C.Fairman, Welwyn Gardens	27.11.72	2.12.72

YORKSHIRE AIRFIELD RWY 11, CONTINUED,LEEDS/BRADFORD (5352 0139) 6mils. NW Leeds, 5400ft. H., opened 1931.

G-APPA DHC1 Chipmunk	G-ATLM Cessna F172	G-AXCW Beagle Pup
G-APVK PA-23 Apache	G-ATPV Minicab	G-AXVA Cessna 401
G-APZR Cessna 150	G-ATYC Beagle B206	G-AXZL Beagle B206
G-ARLT Cessna 172B	G-ATYW Beagle B206	G-AXZU Cessna 182
G-AROC Cessna 175X	G-AVLP PA-23 Aztec	G-AYOU Cessna 401
G-ASAX Terrier: 2	G-AVNB Cessna F150	G-AZJZ PA-23 Aztec
G-ASEO PA-24 Comanche	G-AVSE PA-28 Cherokee	G-AZRC Cessna 340
G-ASOF Beagle B206	G-AVWF PA-28 Cherokee R	G-AZWV Cessna 206
G-ASYP Cessna 150	G-AVNT BN2 Islander	G-AZXF Cessna F150
G-ATDD Beagle B206	G-AWRI Jet Ranger	G-AZZV Cessna F172
G-ATHV Cessna 150	G-AWRO Beagle B206	G-BAEZ Cessna F150
G-ATMK Cessna F150	G-AXSU Cessna 310	

New residents since last years survey are Comanche G-ASEO which arrived from Oxford on 16/2, Cessna F150 G-AVNB which arrived on 18/2, Jet Ranger G-AWRI which arrived on 13/4 (and promptly had a private hangar built!), Cessna 340 G-AZRC arrived on 15/6, Cessna 206 G-AZWV moved in from Grindale at an unknown date, Cessna F150 G-AZXF arrived on 18/7, Cessna F172 G-AZZV arrived on 18/10, Cessna F150 G-BAEZ arrived on 18/11 and finally Beagle 206 G-ASOF arrived on 23/12. Departures have been Rallye G-ARTT to Tee-side on 3/12, Cessna F172 G-ASVM to Tollerton on 14/5, Cherokee G-ATOK to Oxford on 16/2, Twin Comanche G-AVCW to Hurn on 29/6, Cessna F172 G-AVHI to Ringway in September, Cessna 210 G-AXVE to Belgium (as OO-FKT) on 4/3, Cherokee G-AYYN to Cork in June, Cherokee G-ASHX to Crosland Moor (date unknown) G-ATTP Tri-Pacer has departed, possibly for Blackpool, and finally the remains of Cessna F150 G-ATNC left by road on 21/2 for places unknown. Transient aircraft have all been Cessnas--- F150 G-AZLK arrived 8/2 and departed to Shoreham, F150 G-AZLL arrived on 28/3 and 29/3 (due to a forced landing en route) and after a rebuild departed to Birmingham on 4/10, F172 G-AZLM arrived on 3/5 and went to Liverpool on 3/6, F150 G-BACD arrived on 14/9 and left for Portsmouth on 19/9, G-BAEU arrived on 30/11 and moved to Sherburn early in December and F172 G-AZUM arrived on 29/6 and went to Sherburn on 29/7. MacAlpines base a Riley Dove and an Aztec on the airfield and Varsity WL678 still graces the fire practice area.

LEEDS UNIVERSITY A Skeeter is kept in the university.LEEMING (5417 0132) 7 mls SW Northallerton, 7500ft. H., opened 1940. 3FTS is based here.

Jet Provost T.3 3FTS:

XN574/1	XN458/2	XN506/3	XN472/4 ✓	XN598/5 ✓	XN461/7	XN497/8	XN551/13
XN455/14 ✓	XN643/15	XN357/16 ✓	XN412/17 ✓	XN461/18 ✓	XN371/19 ✓	XN453/20 ✓	XN459/21 ✓
XN582/22	XN401/23 ✓	XN387/25 ✓	XN418/28 ✓	XN471/26			

Jet Provost T5

XW315/30	XW318/34	XW324/38	XW328/41	XW330/44	XW406/48	XW314/31	XW316/32
XW317/33	XW319/35	XW320/36	XW325/37	XW321/39	XW326/40	XW327/42	XW329/43
XW332/45	XW333/47	XW370/49	XW407/50	XW410/51	XW331/46		

On the fire dump are Varsity WL625/A Meteor NFT.14 and Shackleton MR3/3 WR989/K. Currently under reconstruction for the RAF museum at Hendon is Fairey Battle L5343.

LENERTON LODGE Near Sherburn, the base of Benson Gyrocopter GASJN.

LINDHOLME (5333 0058) 6 mls. ENE Doncaster, 5900ft H. opened 1940. Currently with the SCBS are the following Hastings: G503, TG505, TG511, TG517, TG521, TG536, TG553, TG568; two Hastings on the fire dump are TG521 and VD477. The RAFGSA fly Schleicher 342 and Prefects 314 and 319.

LINDLEY Site of a heliport owned by Yorkshire Electricity Board.LINTHWAITE Avian iii GACGT is still in a farm building here.LINTON-ON-OUSE (5403 0114) 9 mls. NW York, 6000ft H. opened 1939. Currently the home of 1FTS.

FTS Jet Provost T3's

XN466/14 ✓	XN577/18	XN636/15	XN465/15	XN465/16 ✓	XN478/17 ✓	XN473/19	XN459/20 ✓
XN403/22 ✓	XN470/26	XN593/27	XN501/28	XN466/29	XN465/30	XN605/31	XN508/32
XN495/33	XN553/34	XN568/35	XN606/36	XN414/37 ✓			

Jet Provost T5's

XW298/55	XW299/56	XW296/57	XW301/60	XW302/61	XW304/62	XW305/64	XW306/65
XW307/66	XW308/67	XW309/68	XW311/69	XW310/70	XW312/71	XW313/72	XW334/73
XW364/74	XW374/75	XW371/76	XW404/77	XW409/78	XW305/63		

Vampire 7998M/XD515 resides at the gate and Jet Provost T4 XP661/7819M. 642 GS use the following at weekends: WB939, WB978, WT905, WT918, XA288, and also based here is Tiger Moth GAXXV.

( FINAL PART NEXT MONTH )



At the beginning of June 1972 I decided to take the Bull by the Horns and have my tonsils out at the Hospital where I am Group Chief Pharmacist. Eventually after a week, I was discharged to convalesce, but with an extremely sore throat and virtually no voice. Whilst I had been in the Hospital a member of my staff had met with a fatal accident at her home and I had to attend as a witness at the local Coroners Court on the following Wednesday morning. This experience was not at all pleasant, under my present state of health, and so I decided to vanish to Blackpool for about a week - not letting anyone know where I had gone. Believe it or not, the weather was the most diabolical I have ever seen there; howling gales, torrential rain etc., - I only stopped the one night.

On my return I finally wandered up to Leeds/Bradford Airport and took the final plunge - I booked a trial Flying lesson. This was by sitting in the Captains seat of a two seater Cessna 150 and the instructor doing all the work from the second seat. The half hours lesson is unforgettable, as the instructor puts this Aircraft through the basic manoeuvres and then lets you have a go at controlling the monster. After landing I ended up with a pile of forms etc., and told to go away and think about it. However, the bug had bitten and I returned the same evening to book the full course of lessons, and arrange to have a medical examination. Before I realized it, I was the proud owner of a Pilots Log Book, Navigation Computer, Charts and various other then unknown commodities.

Flying training started seriously the next day and for the forthcoming weeks. Effects of controls seemed impossible, the aircraft went where it wanted, not as I liked, but with perseverance these were mastered. Soon stalling the aircraft was to become a regular part of the training and also trying to recover from this unusual attitude, this is a vital part of the training to ensure safety if something dangerous occurs. At the end of a long session, John (the instructor) said did I want to try a spin - not knowing what was going to happen I agreed - a few minutes later John said, "Isn't it kinky", - I couldn't answer as I hadn't the faintest idea if I was on my head or my tail.

Very soon the take-offs and landings were in the syllabus - the former being relatively easy - but the latter!! On my first attempt on runway 10 the C.F.I. screamed, "What the hell are you doing; collecting bloody television aerials", I appeared to be about 10 ft. above the roofs at the start of the runway. After a few more hours I finally cracked landings and then one afternoon after landing on runway 15 John opened his door, jumped out and said, "you'll have to do it correctly now", and slammed the door. There I was alone in this thing, I called the Tower for take off clearance, this was immediately forthcoming: feet off the brakes, full power, ease the stick back at 60 mph, and before I realised it I was airborne, much quicker than usual without John's excess baggage of 17½ stones. Soon I reached 500 ft. and turned on to the crosswind leg for a left hand circuit and climbed away to 1000 ft. Somehow or other I managed to call "Hotel Vic Downwind" and was cleared to finals, BUMFF checks carried out I turned on to base leg. Speed was now decreased to 80 mph, 10° flap selected, descent started and at 500 ft, I turned on to finals, "Hotel Vic Finals" was hurriedly squawked and I managed to coax the aircraft on to runway 15 - I had just completed my first SOLO. It cost me drinks all round in the Club Bar, which was luckily fairly quiet, but who cares - I had done it at last. Now flying seemed to gain more interest as I had to complete four hours solo on circuits and bumps - bumps being the operative word.

After this I commenced navigation training as well as advanced flying techniques. This included flying an aircraft with about 55° bank in a steep turn - what a fantastic feeling and with about 2½G on your body whilst in the turn, and negative G on recovery. Soon I had to learn to attempt the dreaded

spin, and then recover from it, again a very vital safety manoeuvre. We climbed to about 6,500 ft., here I soon met HASELL, checked all clear round the aircraft carburettor heat on, close throttle to about 500 rpm and pull stick fully back and then let the aircraft start to stall. When the stall warning buzzer went, I kicked the rudder hard over to the left and before I knew it we were spinning down towards Mother Earth. After three complete rotations the rudder was kicked hard over in the opposite direction and the stick eased forward to recover the aircraft from the spin. This caused me to lose 3000 ft., in height. The feeling is like coming out of a general anaesthetic - horrible - luckily I only had to make four attempts before Charles appeared to be satisfied.

Navigation was great fun, especially with FRED A, flying over the Yorkshire Moors and to Blackpool, Goole and Pocklington. Various other navigational flights had to be endured - the most frightening being when deliberately lost, this included a radio failure, but being a radio amateur helped me - I checked the fuses and found that the accompanying instructor Steve had craftily pinched it to see what I would do, replacing this and having local knowledge of the area enabled me to sort out the navigational difficulties. Eventually I was sent off on my solo cross country flight to land at Sunderland and Teeside Airports - wasn't I glad to get back and "didn't I do well".

At last came the Final Handling Test with the C.F.I. I encountered engine failure on take-off, forced landing without power in a field (no actual touch-down but down to about 500 ft.), stalling, steep turns, flap failure (he'd pinched the fuse again) and finally a further forced landing but with power on to the airfield. I passed, but how! Later than week I took and passed the written tests. Quickly I filled in all the necessary forms and sent them to the Civil Aviation Authority together with the £5 fee for the licence. Conversion onto a Cessna 172 was quickly completed. As I was in London four days after applying for the licence I managed to obtain this faster than usual. Three days later I flew from Leeds/Bradford Airport to Manchester en route for Toronto. Over there I hired CF-NUP, a four seater Cessna, I think it was the original prototype, and managed an hours flying with a friend of mine and his two younger nephews. On our return to England I flew us back to Leeds/Bradford Airport.

Much spare time is spent with the lads of the local branch of Air Britain giving them joy flights around the local countryside. They have asked me to give most of their members about 20 minute flips, totalling three hours, later this May. Finally we are entering the Isle of Man Rally in June and will fly the White Rose of Yorkshire over there.

It's fantastic to be a 'Knight of the Sky' and much credit must go to all the enthusiasts and assistance of the Instructors of the Yorkshire Aeroplane Club at Leeds/Bradford Airport.

#### Glossary of terminology for the uninitiated

- Stall - This occurs when the angle of attack is increased until the air can no longer flow smoothly over the wings, but breaks down into eddies with consequent loss of lift. The Aircraft therefore starts a rapid descent to the ground.
- Spin - A condition of stalled flight usually occurring due to inexperienced handling of the controls. The aircraft is simultaneously pitching up, yawing and rolling.
- HASELL - safety check before stalling and spinning.  
Height, Airframe, Security, Engine, Lookout, Location.
- FREDA - Pre-joining checks.  
Fuel, Radio, Engine, Direction indicator, Altimeter.
- BUMFF - Pre landing checks  
Brakes off, Mixture fully rich - carb. air hot, fuel sufficient, flaps as required - harness tight.