

YORKSHIRE AIR NEWS

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

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SECRETARY'S DESK

We have organised several Coach Trips:

- 1) RAF Museum at Hendon Saturday March 10th.
 - 2) Shuttleworth Trust Flying display on Sunday 29th July.
- For these trips cost £1 to Air Britain members and £1.50 to non-members. If anyone wants a seat on these coaches please contact me, you can send the money now or pay on the day.

As announced at the January Air Britain meeting the May meeting will be FREE flying in a Cessna 172 G-ATLM. This will be on Sunday May 13th (UNLUCKY DATE?). There are only a few places left, send your name to me, first come first served. Air Britain members ONLY.

We were beaten on Wednesday 31st of March in our darts-match-enough said! We are having a FANCY DRESS DANCE on Saturday March 3rd at the Yorkshire Aeroplane Club (who we must again thank for providing the premises), tickets can be obtained from the bar at the club, or write to me, with money enclosed. Price is 30p, with a 20p free drink if you come in Fancy Dress.

Don't forget the next Air Britain meeting at the Aero Club on Sunday 25th February, "Those Magnificent Men in their Flying Machines", starts at 2.30p.m., admission free. Further events and trips will be announced first at Air Britain meetings so if you want to ensure yourself a place come along.

Dave Allan.

DIARY

February, Sunday 25th Air Britain meeting-"Those Magnificent Men in their Flying Machines" film, FREE admission, Aero Club Yeadon 14.30.

March, Saturday 3rd. Fancy Dress Ball, Aero Club Yeadon 20.00.

Saturday 10th Coach trip to RAF Museum, Hendon.

RESULTS OF THE 'SLIDE QUIZ' January Air Britain Meeting.

The January Air Britain Meeting took the form of a slide quiz, compiled by John Wheatley and Terry Sykes. There were 20 members at the meeting and the results were as follows: marks out of 70.

- | | | | |
|----|---------------|-----------|---|
| 1) | S.M.Darke | 37 marks, | the receiver of a £2 first prize. |
| 2) | S.A.Langfield | 35 marks, | the receiver of £1 |
| 3) | D.Allan | 33 marks, | the receiver of cries of amazement. |
| 4) | A.Anderson | 33 marks, | would have received a dozen cracked eggs had he stayed to collect them. |

RESULTS OF THE 1972 PHOTOGRAPHIC COMPETITION

A) Aircraft in the Air:

- 1) Terry Sykes - not again.
- 2) Phil Jackson
- 3) Steve Langfield

B) Aircraft on the ground:

- 1) Dave Smith
- 2) Dave Smith
- 3) Martin Powell
- 4) K.A.Glasby - special mention.

Mr.M.F.Wood again very kindly offered to judge our photographic competition.

NEWS

British Midland Airways made a loss of £846,000 last year compared with the previous year's deficit of £1,672,000. Main cause of the loss is said to be the poor income made on the airlines longer routes.

Air Anglia has applied to add Tees-side as an alternative stop on the Norwich-Rotterdam and/or Amsterdam route from April 1st. Probably using an F-27.

Dan-Air has applied to take over the Newcastle and/or Tees-side and/or Yeadon-Bergen twice daily license held by Northeast.

Church Fenton will become subject to a number of changes in the future. As already reported it will be the base for a number of Jetstreams soon to be delivered to the RAF. The P.F.S. with its Chipmunks is moving to another airfield (as yet undecided) leaving the Y.U.A.S. to re-equip with 5 Bulldogs. 9 A.E.F. is to operate 5 Chipmunks with 2 available for use by the Y.U.A.S. if required.

Cessna 182P G-BAMJ c/n 182-61650 has been recently registered to Northair.

Many of you probably saw the report on the CAMCO aerial advertiser on "Tomorrows World" recently. A sokesman for Slingsby Sailplanes (who were building the aircraft until the project was halted by the fire) says he believes that the scale model shown on the programme had flown at a York airfield some months back. When Slingsby's were taken over by Vickers after the fire the project was excluded. It was then continued at Pickering in the premises now occupied by Torva Sailplanes. The design team concerned now appears to have broken up.

Chipmunk G-APPA, based at Yeadon, is temporarily grounded for modifications to its main spar.

The operational income of Leeds/Bradford Airport rose by more than 12% last year to £198,482. There were 38,478 aircraft movements.

A new polyester glass fibre glider made its maiden flight at Sutton Bank on 18th January. It is produced by Torva Sailplanes and was flown by Mr. G. Riddell.

A British Midland Viscount slewed off the runway after part of the undercarriage collapsed on landing at Birmingham. It was on a flight from Yeadon where it had been diverted the night before. There were only three crew on board and no-one was injured.

The fight to get Yeadon's runway extended continues. A boost was given to the airport when the Government stated it was unlikely to give a grant towards the cost of constructing a new regional airport. The cost of converting an RAF airfield is put at £40M which includes a new terminal and strengthening of the main runway, these costs were based on RAF Church Fenton, and to develop a brand new site would cost £50M for a 650 acre site. If a regional airport is not built it would mean Yeadon would be developed.

Northair are to procure Cessna FA 150L for re-sale.

A Campbell-Bensen B-8MS gyrocopter, EI-ATE is at present housed in a garage up Old Pool Bank, about 1 ml. from Yeadon. The owner is Mr. E. Atkinson.

Allan Rathmall's Cessna 172 G-AZZV returned to Leeds on 9th January complete with its new wing after its mishap at Glasgow.

A VISIT TO SHACKLETONS SCRAP YARD, HALIFAX.

by the Editor. 13.1.73

Scrap yards are a good place to find dead aircraft and Shackletons Scrap yard was no exception. After first gaining permission to have a look round we set off to see what we could discover and what we saw was little short of amazing. The first sight to greet us was a large fuselage lying on its side, a Hastings was offered as being its type but then we decided it was a DC-4! One of our party climbed into the cockpit, with some difficulty it must be stressed, and as soon as he saw there were only two throttle controls it was decided it must be a Dakota! (Well have you ever tried to identify an aircraft lying the wrong way round). After a great deal of brilliant deduction we discovered it was OO-CBU, a DC-3C which was in the colours of Delta Air Services yet still bore evidence of its previous owners SABENA. This particular machine had been purchased in April of 1971 by Kestrel, taken to East Midlands and cannibalised. The aircraft was almost complete and bore little evidence of corrosion but the wing and tail section had been separated for easier transportation. The only other civil aircraft there were two Viscounts of Cambrian in BAS markings, G-AMOP was the most complete but only the fuselage forward of the wings remained, this aircraft had been w.f.u. on 13.4.72. after its C. of A. had expired. The other Viscount was G-AMOH which was w.f.u. at Rhoose on 1.9.72 and only the cockpit remained of this aircraft.

Military aircraft were in greater abundance and the most complete was Wessex HU5 XT774 in green/sand colours, other Wessex helicopters there were HAS 1 XM329, HU 5 XT603 and HAS 1 XP551. There was almost the complete fuselage section of Whirlwind HAS 7 XL868 of the Royal Navy in overall Dark Sea Grey lying flat on its back. There were a few traces of Hastings C2 WD477 and the forward fuselage and wings of Hastings C1 TG521, both looked somewhat charred after coming from the Lindholme fire dump. From a few panels and wing pieces it would appear that Victor B2 XL188 and B2R XL164 had at

How to get there:

• Starting at the railway station at Halifax from the forecourt turn left, Proceed approximately $\frac{1}{4}$ of a mile, then turn left down Water Lane (under the goods yard) go to the bottom of the hill, and proceed on to the cemetery keeping on the bottom road, once completely through the cemetery turn left up a steep cobbled-stoned hill, and the scrap yard is at the top. Permission MUST be obtained before you start wandering about, it is private property and anything you take away MUST be paid for- they only charge a few pence.

THE "BLACK SWAN PROPELLOR"

A letter to the landlord of the Black Swan Inn produced the following information in reply to the query last month about the four-bladed prop outside the inn at Burn Bridge, Harrogate. Apparently it is from a 1916 seaplane with a Sunbeam engine, it was an experimental aircraft and the exact type is unknown by the landlord, Mr. Turner.

A LANCASTER AT YEADON?

by the Editor.

Efforts are being made to purchase Lancaster NX611 and bring it to Yorkshire. The man behind the scheme is Mr. Michael Allen of Adel Lane, Leeds. The Lancaster was never used in the last war, it was built to be used against Japan but the war ended before it could be used. The RAF used it for a while till it was sold to the French who operated it on Maritime operations in the South East of Asia. In 1964 it was given to the Historic Aircraft Preservation Society who flew it over to Britain from Australia, and it was based at various airfields around Britain until John Roast formed a museum at Blackpool around the aircraft, known as the "Reflectaire Museum". Due to circumstance and politics the museum went into liquidation and the Lancaster was purchased by Lord Lilford who intended maintaining the aircraft in an airworthy condition but thinking the cost too high dropped all plans and work on restoration ceased. Since then it has remained at Blackpool, steadily deteriorating.

It is hoped to obtain the Lancaster from its present owner, either with company backing or from public donations, restore it to an airworthy condition and fly it to a base in Yorkshire. It is hoped that the aircraft can be based at Yeadon as this provides the best site, but several other sites are being considered, including the Avro factory itself where over 600 Lancasters were produced. Sherburn has been considered, it would be brought in on the 6000 ft. tarmac runway now used by Mintex. If the aircraft cannot be flown into a site at either Sherburn or Yeadon it will be taken by road to a Leeds city site where it will be put on display. If Yeadon are able to provide a site the RAF have said they would fly in PA474, the other flying Lancaster and a few Vulcans would perform a flypast. Once at Yeadon it would be put on permanent display to the public after being specially treated to preserve it from the elements.

From the report above you can see that there are many problems still to be surmounted, but they are not unsolvable. Myself and a few other individuals have talked with Mr. Allen at great length, and found his plans very sound and certainly feasible. He needs a great deal of help, anybody who feels that they can help can do so by contacting either myself, or Mr. Allen at 149, Adel Lane, Adel., Leeds, or write to your local paper and tell them that you support the plans (preferably the Yorkshire Evening Post, Wellington St. Leeds).

Unless something is done soon a very great aeroplane will disappear.

ADVERTISEMENTS

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CREDITS T. Smith, D. Allan, I. Carling, I. Harrison, A. Norman, J. Norman, I. Sim, P. Jackson, Y. Pettie, P. Barber, I. Barber, J. Wheatley, K. Jordan, D.J. Gledhill, Yorkshire Post, Air Britain News, Slingsby Sailplanes Ltd., M.S. Gaunt M.P.S., Telegraph & Argus. Humberside Air Review.

and constructed a concrete helipad leading into it, the helicopters land on the pad and are then pushed into the hangar which is about 20 ft. away. Noted in the hangar were Hughes G-AXXO and Bell 47 G-AYOE, Hughes G-AVVS was parked on the pad. New temporary resident is Cessna 150 whose pilot is undergoing instruction here. Cessna 337 is having its starboard rudder repaired after bending it, cause unknown. In the Eastern Aviation Hangar Yankee G-AZKS is having its damage repaired (see last months report), Cardinal G-AYTG has at long last had its engine returned to its mountings although it is not yet complete. The Swedish Cherokee SE-EOA is now completely stripped down, and Cherokee G-ASEJ was to be seen though it was being worked on. Falco G-AZAY arrived here from Liverpool on 27th January, and is probably now based here. Cessna Aerobat G-BAEZ is a regular visitor here from Leeds.

BROUGH MOVEMENTS

November 1972

22. G-AVVZ Cessna F172 XB259 Beverley C.1	Also 23,24,29; G-AWVS Cessna 337 also 24 Night stop; G-ASBD Hughes 269.
23. G-AXRX Cessna 337	
26 G-APST Turbulent	
28. G-AXOV Baron G-AVHW Twin Comanche	Also 29,30; G-AYBO Aztec n/s; G-AYOE Bell 47G. G-AYWF/G-ATBV PA-23 Aztecs; G-AXXD Hughes 269. G-AZFJ Cessna 310Q.
29. G-ASFL Cherokee 180	
30. G-AXRW Twin Comanche	

December, 1972

1. G-AXOV Baron	Also 7,11,12,13; G-BAFA AA5 Traveler also 3.
5. G-AWVS Cessna 337	Also 6,7,11,12,13; G-AVLV PA-23 Aztec.
6. G-AREA DH 104 Dove 8	G-ATDL Cessna 310J; G-AYEM PA-23 Aztec.
7. G-ARXW Rallye Club	G-ASVE Queen Air; G-ARJS PA-23 Apache.
11. G-AXDC PA-23 Aztec	Also 12,13; G-AZLG D58 Baron.
12. G-ARHW DH 104 Dove 8 PH-VRY Cherokee 140C	Also 13; G-AXFA PA-23 Aztec; G-AYOE Bell 47G.
13. G-ASMR Twin Comanche G-AVVZ Cessna F172	G-AXSL Cessna 310P also 14; G-ASMY PA-23 Apache.
14. G-ASMG DH 104 Dove 8	Also 15; G-ASTZ Hughes 269; XP819 Beaver.
15. G-AWFH Cessna F150	Also 15; G-AXRW Twin Comanche.
28. G-AZMG PA-23 Aztec	

January 1973

2. G-AYOE Bell 47G	Also 24; G-ASFL Cherokee 180 also 28.
3. G-AVNL PA-23 Aztec	
5. G-AYBO PA-23 Aztec	Also 15,18; G-AXOV Baron.
9. G-ASMG DH Dove 8	Also 11,18,23,24,26,30; XP772 Beaver.
10. G-AXDC PA-23 Aztec	
11. G-AXFA PA-23 Aztec G-BAFA AA5 Traveler	Also 18; G-AYLM AAL Yankee. NEW RESIDENT.
12. G-AWVS Cessna 337	Also 26, 29; G-ASPI Cessna F172.
16. G-AVCV Cessna 182 F-OCSR Robin HR100-160	G-AVHG Debonair, first visit of type. First visit.
17. G-ASIL Cherokee 180	
18. G-ARHW DH 104 Dove 8	Also 19; VP952 DH 104 Devon C.2/2.
19. G-AVIE Cessna F172	Also 22,25,26; G-AZMG PA-23 Aztec also 30.
24. G-ASBD Hughes 269	Also 30; G-ATLM Cessna F172.
25. G-AVWO Cherokee Arrow	G-AZSZ PA-23 Aztec; G-AWTW Baron.
26. XP819 Beaver	
30. PH-VRZ Cherokee 140D	First visit; G-AYWF PA-23 Aztec.
31. G-AZNY PA-23 Aztec	G-AYWY PA-23 Aztec; G-AWKC Hughes 269.

The owners of Robin G-AZHK, Light Aircraft Sales (Northern Ltd) have the northern Robin Agency in the U.K. and are trying to get their own hangar at Brough. Further new residents are forecast for the near future.

GRINDALE

3.12.72 G-AHCN Auster J/1N	24.12.72 G-AYKT Jodel D117
2. 1.73 XP819 Beaver	11. 1.73 G-AVVH Jet Ranger
14.1.73 G-ASUH Cessna F172	16. 1.73 G-AWLP Mooney M20; G-AVWY RF4D
21.1.73 G-BAEJ AA5 Traveler	

Convair T-29 of the USAF was at LEEMING on 25.1, another American aircraft logged was the US Army Iroquois 16377 which visited Fylingdales on 3.1 from Burtonwood. Yorkshire T.V.'s Jet Ranger G-AVVH was noted at PICKERING 10.11., KIRKSTALL 11.1., SCUNTHORPE 11.1. and also on 16.1., GRINDALE and SCARBOROUGH 11.1., TEES.- SIDE

The Airship Station at Howden had just settled into some kind of peace-time routine. Demobilisation was almost finished but a cloud (the political variety) hung over the future of lighter-than-aircraft like the Sword of Damocles. On this morning, early in the Spring of 1919 another type of cloud had descended upon the Station.

A Court of Inquiry had convened to establish what should be done about a certain article of Admiralty equipment that was at Howden, in a very damaged condition- so bad, in fact, that the only course open to the Court was to declare this article unfit for further use and strike it off charge. This was duly done, however, just before the Court of Inquiry closed a rather worried Equipment Officer brought to the President's notice that according to records, the article that he had ordered to be struck off was not even on the Station-according to Records. A frantic effort was made in every department, all to no avail. Nobody knew why the 'thing' was at Howden. Not one person on this then large Airship Station could give an explanation. Officially, the 'thing' was up at East Fortune, an Airship Station in Scotland. Eventually, because of it's physical presence at Howden our mystery object was deemed to have been lost, then found, at Howden, unfit for further duty and therefore could be disposed as scrap material. What was this object? A nut? A radio set? Or perhaps a piece of equipment that had been on the wrong train?

No, it was 654ft long, with a maximum diam. of 94ft., had six brand new Rolls-Royce engines, had cost in the region of £50,000 and flown just under ten hours, during it's brief life. In fact it was one of Britain's most modern airships H.M.A.R.31. Yet, this magnificent monster had been hurriedly pushed into the large rigid shed which had been damaged badly when the R.27 was destroyed by fire inside, before the shed was repaired and left to rot away-literally.

To keep the record straight, R31 was stripped of all salvagable equipment and her remains (she was one of the 'wooden-rigids' sold to a local firewood merchant for the princely sum of £150. The beautifully straight-grained spruce split into innumerable bundles of firewood and the future of the merchant seemed secure. Then he became inundated with angry customers- they could not get their fires to light with his kindling- of course they couldn't, -it had been treated with a fire-proofing liquid when the airship was built. However, for some years afterwards, timber from the R.31 was used to repair hedgerows around the village of Howden.

The RAF had put their 'house in order' when they struck the R.31 off charge in 1919 but the mystery of how it came to be there in the first place was only solved by interested parties whom had belonged to the Airship Branch of the RNAS prior to the end of the war. It was these that enabled the story of the R.31's 'unofficial' visit to Howden to be told.

Laid down by Messrs.Short's at their new air-ship-building shed at Cardington, Bedford. The R31 and her sister-ship R.32 were built during 1916-17-18. Their initial design is a real-life spy-smuggling story in itself but briefly they were based upon the then latest German Shutte-Lanz wooden airship design. An ex-employee of Shutte-Lanz, Herr Muller was also implicated. The Admiralty Board

f Airship Constructors under Constructor-Commander Campbell (later killed in R38 over Hull) also extensively altered the German basic design. This is why these two ships are sometimes officially referred to as SML's (Shutte-Lanz Modified).

Making her maiden flight of just over an hour, whilst carrying out her trim and control responses in the summer of 1918 she (the R.31) was re-hangered pending minor adjustments. A second flight later in the summer, in which she carried out the commissioning trials and was handed over to the RNAS, covered a further four to five hours flying and ended successfully, despite the collapse of the upper fin during the latter stages. Her third and final flight commenced on Nov.6th.1918 when under her captain (named Sparling) she took off from Cardington to take up station at East Fortune, in Scotland.

It was during this flight that according to her captain she started to 'break-up in the air' and he then made an emergency landing at Howden, quoting as he stepped down from the R.31 'this damn airship started to break-up in mid-air, around the crew, and nothing will get me to fly it any further'. She was then housed in the damaged hanger (the only berth available) pending repairs. When the Armistice was declared five days later, what with the general running down of the Services, the R.31 was 'forgotten' and when finally 'discovered' her wooden joints had literally come apart because the gelatin glue used had softened through the exposure to the elements beneath the badly damaged shed roof.

From talks with survivors of this interesting era of rigid airships, it would appear that whilst on her final flight some breaking-up had occurred, it was not quite as bad as her captain thought. He had trained, like all other rigid captains

R.31 must have appeared to writhe like a snake, compared to the 23's. Her sister-ship flew 260 hours, most successfully and once her peculiar 'whippy' flexibility was understood, very much liked by its crew.

On her speed trials R.31 became at that time the fastest rigid British airship when she attained 61 m.p.h.

Thus the story ends - from Fame to Firewood - in 9 hours 58 mins plus over £50,000 of taxpayers money.

YORKSHIRE AIRFIELD REVIEW - amendments to part one.

BROUGH: Other residents here are G-ARBE DH 104 Dove 8, G-AVYL Pa-28 Cherokee 180 and new resident Traveler G-DAFA.

CHURCH FENTON : Chipmunk 'A' should read WB762.

FINNINGLEY: Airguard G-AFIN is at present at Irlam, near Manchester awaiting completion. It is now in the care of the Northern Aircraft Preservation Soc.

GRINDALE: New resident here is Cessna F150 G-ATYN. This aircraft replaces G-ATND which crashed last month (see YAN, January issue).

LEEMING: Jet Provost '5' of 3 FTS should read XN598.

LINDHOLME: As reported elsewhere in this issue Hastings WD477 and TG521 have left the fire-dump and are now at Shackleton's Scrap Yard, Halifax.

LINTON-ON-OUSE: XA288, the T.31 of 642 Gliding School was badly damaged some months ago and has now been replaced by WT873.

FLYOVER REPORT - January.

1. N803WA	Douglas Dc-8 63F	Pol 09.15	31000	SB 'World 803'
2. G-AZWA	Boeing 707	Pol 10.32	26000	SB Donaldson International
3. G-AZZK	Cessna 414	LBA 16.16	5000	South via Oldnam (Diversion)
4. 17191	Douglas C-117D	POL 08.58	12000	NB US Navy to Prestwick
8. 10-01	Boeing 707	POL 09.55	35000	WB German AF to Washington
N4904C	Douglas DC-8	OTT 16.01	29000	WB Capitol o4C to Philadelphia
11. G-AZNO	Cessna 182 Skylane	Linton 10.16	5000	SB
N21BH	HS 125	POL 11.05	24000	Climbing off Hawarden. Delivery?
CF-PWR	Hercules	POL 13.20	22000	NB Pacific Western via Oceanic
17892	Convair T-29	POL 13.21	8000	NB USAF to Prestwick
15. 65-0279	C-141A Starlifter	POL 11.35	23000	'MAC 50279' to Mildenhall
16. F-BTQK	Lcar Jet	OTT 14.59	41000	EB Ex HB-VBC
OO-SGB	Boeing 747	POL 15.50	31000	NB To Prestwick, unsch. fuel.
17. G-BABX	Beech King Air 100	LBA 12.12	4000	EB To Church Fenton
TF-FIA	Boeing 727	POL 17.43	30000	SB To Stanstead
18. N553CC	Cessna Citation	POL 10.30	33000	SB 'Citation 553CC'
N8637	Douglas Dc-8-63	POL 11.39	28000	WB Seaboard.
19. G-BAEG	Piper Navajo	POL 10.24	10000	NB
22. F-BOSY	Beech King Air	POL 08.58	15000	SB
10-02	Boeing 707	POL 10.00	31000	WB German AF to Washington
24. D-EBNA	Beech Bonanza	POL 10.56	5000	SB Newcastle-Manchester
N77D	Lockheed Jetstar	POL 11.10	37000	'Jetstar 77D' to Keflavik
25. G-AZUJ	Beech Baron	LBA 13.10	6000	NB Leavesden-Newcastle
29. G-AVZV	Cessna 172	LBA 09.35	4500	NB Netherthorpe-Newcastle and return at 15.59.

LATE NEWS

Air Anglia has been granted a licence to operate a service between Leconfield and Rotterdam. The service will only operate on week-ends so it will not interfere with Lightning movements.

Bradford are prepared to 'go it alone' over the matter of the runway extension at Yeadon, this was if Leeds Council did not change their minds and support the plans. The airport would then be called, under the control of the Bradford council, just Bradford Airport or perhaps Greater Bradford Airport. The future of the airport is seen by Bradford as a feeder airport for the main routes to London and nearer parts of Europe, it is not intended that it will become a centre for IT routes. The cost of running the airport is put at £50,000 a year.

LEEDS/BRADFORD MOVEMENTS AND REVIEW

January.

1. G-AXAU Twin Comanche	G-AYYN Cherokee Arrow	
2. G-ATSM Cessna 337	G-AWUS Cessna F150	G-AVBP Pa-28 Cherokee
G-APVA Tri-Pacer	G-AYLA Air Tourer	PH-MAZ Cessna 402
3. G-AZLO Cessna F337	G-ASPI Cessna F172	G-AWTW Baron
G-AOGO DH 114 Heron	G-AXMR Pa-31 Navajo	G-ATPR Pa-23 Aztec
G-AXRX Cessna 337	OO-LFE Cessna 340	
4. G-AWOW Pa-31 Navajo	G-AXDL Twin Comanche	G-AOGO DH 114 Heron
G-AYWY Pa-23 Aztec	G-AXMR Pa-31 Navajo	G-ARYR Pa-28 Cherokee
HB-LFZ Cessna 421		
8. G-AWTW Baron	G-AVXL HS 125-3B	G-AYKO Twin Comanche
9. G-ALEM DH 104 Dove	G-ALZG Gemini n/s	G-AXMR Pa-31 Navajo
G-AWWL HS 125-3B/RA	G-AYOE Bell 47G	G-AOGO DH 114 Heron
G-AZFR Cessna 401	G-AWOW Pa-31 Navajo	G-AWTW Baron
G-AXSG Pa-28 Cherokee	G-AVVH Jet Ranger	
10. G-AOGO DH 114 Heron	G-AYWF Pa-23 Aztec	G-AXMR Pa-31 Navajo
G-BAFA AA5 Traveler	D-IMWZ Lear Jet 24	
11. G-AXRN BN2A Islander	G-AXRX Cessna 337	G-AZIA Twin Comanche
G-AYKU Pa-23 Aztec	G-ASTU Queen Air 80	G-AZFR Cessna 401
G-AZOC Bo 209 Monsun	G-AXMR Pa-31 Navajo	
12. G-ASTU Queen Air 80	G-AYSA Pa-23 Aztec	G-AZOC Bo 209 Monsun
G-AVAS Cessna F172	G-AOJC V802 Viscount	
13. G-AOHV V802 Viscount		
14. G-ASHX Pa-28 Cherokee	G-AVUX Cessna F172	G-AVWR Cherokee Arrow
G-AWTR Musketeer	G-BAEX Cessna F172 n/r	G-BAEY Cessna F172 n/r
15. G-AYGZ Baron	G-ARVV Pa-28 Cherokee	G-AYSA Pa-23 Aztec
G-AYNR HS 125-400B	G-AWOW Pa-31 Navajo	G-AYER HS 125-400B
G-AWUF HS 125-1B	G-ASSI HS 125-1	
16. G-AYWF Pa-23 Aztec	G-AWTW Baron	G-AWXW Pa-23 Aztec
G-AZRR Cessna 310Q	G-ASFL Pa-28 Cherokee	G-ATZN HS 125-3B
G-AZFR Cessna 401	G-AFVA Pa-22 Tri-Pacer	G-AZRU Jet Ranger
G-AOUO DHC1 Chipmunk	G-AVKG Cessna F172	G-AVCV Cessna 182
G-AZLL Cessna FA150		
17. G-AGJV Dakota 4	G-AZLR V813 Viscount	G-AZLP V813 Viscount
G-AZNB V813 Viscount	G-AWOW Pa-31 Navajo	G-AYBO Pa-23 Aztec
G-ARYR Pa-28 Cherokee	G-AYWF Pa-23 Aztec	G-BADF Pa-34 Seneca
18. G-AYOJ HS 125-400B	G-AZLT V813 Viscount	G-AXSX Musketeer
G-ATZN HS 125-3B	G-AZRU Jet Ranger	G-ASMR Twin Comanche
G-ATYN Cessna F150	G-AWWL HS 125-3B/RA	G-AZNB V813 Viscount
G-AWFI Twin Comanche	G-AXPA Pa-23 Aztec	G-AVXK HS 125-3B
G-AVRF HS 125-3B	G-AWOW Pa-31 Navajo	OY-DNL Cessna 421
EI-ASA Boeing 737		
19. G-AVNL Pa-23 Aztec	G-AYER HS 125-400B	G-AWTW Baron
G-ARRW HS 748	G-AVTE Jet Ranger	G-AXRX Cessna 337
G-ASRH Twin Comanche	G-AWOW Pa-31 Navajo	G-ATZN HS 125-3B
G-AYSA Pa-23 Aztec		
21. G-AYOJ HS 125-400B	G-AXIV Pa-23 Aztec	G-AYSA Pa-23 Aztec
22. G-AYOJ HS 125-400B	G-AZVW Bell 47G	G-AWFI Twin Comanche
G-AVXL HS 125-3B	G-AWMT Cessna F150	
G-ATZU Twin Comanche	G-AYWF Pa-23 Aztec	
23. G-AVHW Twin Comanche	G-AYPC Queen Air 70	G-AWOW Pa-31 Navajo
24. G-ASUH Cessna F172	G-AXYC Pa-31 Navajo	G-AZLL Cessna FA150
G-AXYA Pa-31 Navajo	I-BOGI HS 125-3B	N33GF Lear Jet 25
G-AYCL Cessna T210	G-AYLO AA1 Yankee	G-AZNO Cessna 182P
25. G-AYOE Bell 47G	G-ATJR Pa-23 Aztec	G-AYBO Pa-23 Aztec
G-ARZS Airedale		
OO-CVM Pa-23 Aztec		
26. G-AYSB Twin Comanche	G-AYTH Cessna F172	G-AZIA Twin Comanche C/R
G-AWWL HS 125-3B/RA	G-AVTE Jet Ranger	G-ARYF Pa-23 Aztec
G-AWYE HS 125-1BS	G-AYMX Jet Ranger	G-AWOW Pa-31 Navajo
G-AVDX HS 125-3B/RA	G-AYSA Pa-23 Aztec	G-ATSM Cessna 337
G-BAEU Cessna F150		
27. G-AVZV Cessna F172	G-AWUB Minicab	G-AVPF Twin Comanche
G-AWTR Musketeer	G-AYEK Jodel DR1050	G-AVEH SIAI 205-20R
G-AXBH Cessna F172	G-ASIL Pa-28 Cherokee	G-AXER Twin Comanche
G-AWWL HS 125-3B/RA	G-AYUC Cessna F150	G-AVNV Pa-28 Cherokee
G-ASFL Pa-28 Cherokee		

29. G-ASJL Bonanza	G-AXDL Twin Comanche	G-ATBV Pa-23 Aztec
G-AYER HS 125-400B	G-AYSA Pa-23 Aztec	G-BAEJ AA5 Traveler
XV626 Westland Wasp 'Navair 418'		
30. G-AVSO Pa-23 Aztec	G-AZNO Cessna 182P	G-ASMR Twin Comanche
G-ATBV Pa-23 Aztec	G-AWOW Pa-31 Navajo	G-AVHW Twin Comanche
G-AWKF Twin Comanche	G-AYYN Cherokee Arrow	G-APVA Pa-22 Tri-Pacer
G-AZMK Pa-23 Aztec	G-BAEU Cessna F150	I-GIAZ Mystere 20E
31. G-ATBV Pa-23 Aztec	G-AZED BAC 1-11 414EG	G-AXLS Jodel DR1050
G-ATCI Airtourer	G-AZMK Pa-23 Aztec	G-AVSO Pa-23 Aztec
G-AZNO Cessna 182P	G-AYUC Cessna F150	G-AWOW Pa-31 Navajo
D-ICAY Lear Jet 24		

The most notable thing about the movements this month, apart from the fog cutting them down early on, is the preponderance of Biz-Jets. Altogether there are 17 different ones noted with many of them visiting a number of times. Jet Ranger G-AVVH which arrived on the 9th appears to have taken over the Yorkshire Television duties previously carried out by G-AWRI. Two other new residents are the Northair Cessna F172's G-BAEX/G-DAEY both of which arrived via Ringway on the 14th. The recent Leeds United matches against Norwich City provided a number of movements, Viscount G-AOJC took Leeds to Norwich on the 12th and Viscount G-AOHV brought them back two days later. For the replay Norwich City arrived by Dakota G-AGJV on the 17th. On the 19th Leeds again travelled to Norwich this time by HS 748 G-ARRW. This month just for a change aircraft were diverting into the LBA, on the 17th Viscounts G-AZLP, G-AZLR, G-AZNB were from East Midlands, on the 18th Viscounts G-AZLT, G-AZNB were from East Midlands and Viscount G-AZLP left for EMA but had to divert back. Also on the 18th the Aer Lingus Boeing 737 diverted from Ringway, HS 125 G-AVXK diverted from Tees-Side, HS 125 G-AVRF diverted from Warton and an unidentified Army Beaver diverted in from Topcliffe.

TEES-SIDE MOVEMENTS & REVIEW

December.

4. PH-MAU Douglas DC8	From and to Schipol. G-BADO Cherokee Six
N13773 PA-23 Aztec	From Antwerp
10. G-ATBH Aero 145	F.Woolsington T.Elstree. G-AZTT Cherokee Arrow.
LN-MOI L.188 Electra	From Frankfurt night stop

January.

3. OO-LFE Cessna 340	Diversion from Leeds/Bradford.
10. G-AVNL PA-23 Aztec	F.Elstree T.Woolsington. G-AZVN Jet Ranger.
D-IMWZ Lear Jet	From Birmingham.
12. G-AWKC Hughes 269	F.Ringway T.Blackpool. OO-LFC Cessna 421 N/S.
G-AYFI Twin Comanche	F/T Birmingham.
15. G-AVOI HS 125-3B	F/T Heathrow. G-ASJL Bonanza F/T Haxey.
G-BAIZ Slingsby T61	From Carlton Moor. F-BRNL Lear Jet to LeBourget.
19. G-ASSI HS 125-F.Luton	T.Dyce. G-BAEJ AA5 F.Pocklington T.Edinburgh.
LN-TVX Cessna 401	F.Stavanger T.Dyce. OO-LFA Lear Jet.
22. G-AZTB BO 209 Monsoon	F.Biggin Hill. G-AYLW King Air F/T Usworth.
G-ATXG PA-23 Aztec	F/T Gatwick. G-AXRN Islander F.Dalcross N/S
24. G-AYEC Emeraude	F/T Usworth. G-AXXD F.Sherburn.
G-AWKC Hughes 269	F.Usworth T.Barton.
25. G-ANUO DH 114 Heron	F/T Leicester East. G-BAIN Cessna FRA150.
HB-GDU King Air	F.Stuttgart. G-AVWR Cherokee Arrow F.Woolsington.

The Martinair DC8 on 4.12 was on a charter flight. On 10.12 the Electra of Nordic Air was making its first visit to Tees-Side.

YORKSHIRE AIRFIELD REVIEW PART 2

LISSETT (5401 0016) 6.5 mls E of Drifffield, opened 1943. Ex RAF

LOWTHORPE see Carnaby

MARSKE (5436 0102) near Redcar. Post war civil airfield.

MARSTON MOOR (5358 0117) 12mls W. York, opened 1941. Now part industrial estate, part driving school.

MELBOURNE (5352 0050) 12mls SE York, opened 1942. Ex RAF, closed 1946.

MIDDLETON ST.GEORGE see Tees-side.

MOOR FARM see West Heslerton.

MOOR MONKTON 4mls W. York on the A59. At the Forway Garage are Dragonflies WG664/

NEASHAM (5427 0135)- 3mls S.Darlington, opened 1941. Ex. RAF 13 OTU satellite, closed 1946.

NETHERTHORPE (5319 0112) 2.5mls W.Worksop, 1800ft.S. Opened 1935, base of the Sheffield Aero Club Ltd. Aircraft based here are:

GAPBI Tiger Moth	GAVBP Cherokee 140	GAVUI Cessna 150
GAVUX Cessna 172	GAVXZ Cherokee 180	GAVZV Cessna 172
GAWAY Cherokee Arrow	GAWTX Cessna 150	GAXXW Jodel D117
GASEJ Cherokee 180	GASUB Mooney M20E	

NORTH DUFFIELD 4 mls. NE Selby on A63. Base of Cessna F150F CATMB.

OWTHORNE Near Spurn Head. Used by a flight of DH6 during WW1.

PAULL (5342 0110) 8 mls. SE Hull, 2400ft. S. Operated by Hull Aero Club, Aircraft based here include:

GAPRW Whirlwind	GAVKM Condor	GAWAT Condor	GAYUT Jodel 1050
GAWXT Rallye.			

PICKERING (5412 0048) 2 mls. S.Pickering, adjacent Flamingo Park Zoo. Aircraft based here in summer for parachute drops.

POCKLINGTON (5356 0048) 10 mls. E.York, opened 1941. Home of the Leeds Gliding Club. Ex. RAF airfield. The following aircraft based here:

GAYSB Twin Commanche	BGA? Tutor	BGA? Skylark	BGA1441 Skylark
BGA1634 Schleicher KA-7		BGA604 Skylark	

RAWCLIFFE 1.5 mls. NE.York. Pre-war used as a civil field. Requisitioned for RAF 1939.

REAR (5436 0103) S.Redcar. A flight of DH6's operated here during WW1 on coastal patrol and anti-submarine duties. The airfield is now open only on race days.

REIGHTON (5409 0016). Pre-war civil airfield.

RICCALL COMMON (5349 0102) 4 mls. NNE.Selby, opened 1942. Ex.RAF used in 1945, now used by a scrap merchant.

RINGSTONE EDGE (5340 0156) 4mls. SW. Halifax. Home of the Halifax Gliding Club.

RIPON Used in WW1 for Home Defence.

RUFFORTH (5356 0110) 3.5 mls. W.York. Used on weekdays by 2FTS, on weekends by the Ouse Gliding Club. Condor GAZMV is based here with the following gliders:

BGA845/217 Skylark	BGA1009/491 Slingsby T49	BGA1110 T.21B
BGA1338/478 Swallow	BGA561/289 Olympia 1	BGA870/101 Skylark 2B
BGA1128/48 Olympia	BGA1386/117 Eon 23	BGA1507/144 Ka6
BGA1573/95 Phoebus C	BGA1306/GASXW Blanik L-13	

SCARBOROUGH see Burniston.

SCARBOROUGH Home of Torva Sailplanes who own Torva BGA1641. An HP14C built by M.Provins is kept here and is registered BGA1583.

SCORTON (5425 0138) 5 mls. E.Richmond, opened 1940 as a satellite for Catterick, closed 1946.

SELBY 2.5 mls. NNW Ferry Bridge Power Station, junction A1 and A63. Heliport sited at Selby Fort Hotel.

SHERBURN-IN-ELMET (5347 0113), 6 mls. W.Selby, 2000ft. S.Site of old Fairey factory. Home of Sherburn Aero Club. Resident aircraft include:

G-AJOE Messenger	G-AWEI Condor	G-AVPF Twin Commanche
G-AOSO Chipmunk	G-AWSO Condor	G-AZSL MS890B
G-AVPM Jodel D117	G-AXUK Jodel Dr1050	G-AYPF Mascaret
G-AWDH Turbulent	G-AIJI J/1N Alpha	G-AWFW Jodel D117
G-AYLA Airtourer	G-BAGW Cessna 150	G-AXGT Condor
G-ASAI Airedale	G-ASVM Cessna 172	G-AZBI Jodel 1050
G-AVVS Hughes	G-AVGV Cessna 150	G-ATDL Cessna 310
G-AWSP Condor	G-AZAY Falco	G-AVZE Condor
G-APYZ Turbulent	G-AZIE Pawnee	G-ASTZ Hughes
G-ATXO Sipa 903	G-ASLL Cessna 337	G-AYNO Hughes
G-ASMV Emeraude	G-BAEU Cessna 150	G-AYJA Jodel Dr1050
G-AWGA Airedale(fuselage under repair)		G-AKEK Gemini
G-AWEN Jodel Dr1050	G-ANEL Tiger Moth(re-build)	G-AIBY Auster
F-BIMK Emeraude(engineless)	G-ARJF Colt	G-AWTR Musketeer
	G-AWMB Condor	G-AYKL Cessna 150K

SKIPSEA Although no aircraft are kept here now the airfield is in good condition.

SKIPTON-ON-SWALE (5414 0126) 4mls. WSW.Thirsk, opened 1942. Used by the RAF during the War.

SNAITH (5341 0105) 7 mls S.Selby, opened 1941. Ex.RAF airfield used during WW2 and shortly afterwards.

SPLETON see Bridlington/Speeton.

SUTTON BANK (5415 0113) 5 mls. E.Thirsk. Home of the Yorkshire Gliding Club. Following aircraft are based here:

GARAN Super Cub. GASEJ Terrier GAYSD T61 Falke
BGA1076/222 Standard Mucha BGAL165 Swallow BGA1321/GATPX Blanik 113
BGA1445/492 K13 BGA1589 Ka7

TADCASTER 2 mls. W.Tadcaster. Opened in 1918 and continued in use only for a few years.

TEES-SIDE (5431 0125) E.Darlington, 7500ft. H. Services by Dan-Air, BMA and Northeast. Aircraft based here are as follows:

Residents:

G-AFSC Topsy Trainer	G-ARRE Jodel DR1050	G-ARSP Meta Sokol
G-ARYF PA-23 Aztec	G-ARYR Cherokee	G-ASHJ Cherokee
G-ASZV Tipsey Nipper	G-ATGP Jodel DR1050	G-ATIX Nord 1101
G-ATPU Cessna 337	G-AVEK Motorfalke	G-AVGB Cherokee
G-AVEH SIAI 205-20R	G-AWUL Cessna F150	G-AXEV Beagle Pup
G-AXUA Beagle Pup	G-AYLL Jodel DR1050	G-AYLO AA1 Yankee
G-AYWF PA-23 Aztec	G-AZNO Cessna 182P	G-AZOC BO209 Monsun
G-AZTB BO 209 Monsun	G-ARTT Rallye Club	G-AZYY Slingsby Falke

Area 45 G-ASYY is still present minus one engine.

Beacon Air Services have the following aircraft in for servicing:

G-ARAJ: G-ARAV: G-ARVY: G-ASFR: G-ATCL.

THIRSK (5414 0120) Used by the RAF in WW2.

THOLTHORPE (5406 0115) 12 mls. NW. York. Opened in 1943 as an RAF field, soon closed. Now used as a base for the following aircraft: GAXDX Jodel D120, GASDW Emeraude, GAXZT Jodel D117.

THORNABY (5432 0118) Opened 1930, used by RAF. Closed 1958.

TOCKWITH See Marston Moor.

TODWICH Home of the Rotherham Gliding Club who operate T.21B BGA 721.

TOPCLIFFE (5412 0123) 2.5mls. SW.Thirsk, 6000 ft. H.

Varsities of A.E and A.E.S.:

WJ909/A WF328/B WF374D WJ897/E WJ903/F WF418/G WJ896/H WJ948/J
WF369/K WJ907/Q

667 Sqn. AAC 15 Flt. Beavers:

XP772 XP775 XP819

666 Sqn. AAC Scout:

XR601/A XR628/B XR629/C

Sioux:

XT504/S XT563/T XW187/U XT174/H

In store from Finningley are the following vintage aircraft:

WZ736 Avro 707A, WZ774 Avro 707C, WG774 FD2, WK281/S Swift, WG768/28 SB5, Shackleton WR984 and Valetta C2 WJ462/8018M are on the fire dump, while Comet C2 XK671/7929M, Shackleton WP981/8120M and Argosy XH848 are used for ground training.

WEST AYTON 5 mls. SW.Scarborough. Used during WW1 as a base for DH6's.

WEST HESLERTON Moor Farm is the base of Cessna 172B GARIU.

WOMBLETON (5414 0055) 6 mls. E.Pickering. Runways now in poor condition, used by Slingsby as a test field. Mooney GAWLP is based here.

YEADON See Leeds/Bradford.

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