

YORKSHIRE AIR NEWS

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

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EDITORIAL

I hope readers of YAN realise that it is meant to be a 3 page magazine! The contributions to YAN so far this year have been very encouraging which has enabled me to produce a bigger magazine - so the more you contribute the more pages you will get.

S.A. LANGFIELD.

SECRETARY'S DESK

The film we showed at the Aero Club was very well attended, we are grateful to Mike Gaunt for projecting it.

The Fancy Dress was a great success, better than we had expected, with some amazing costumes being worn. Prizes were awarded to a Clown, a Harem Girl, a buxom Staff Nurse (no prizes for those who guessed who she he really was), and a Bunny Girl. Our thanks go to the judges, Mr. D. Butterwick and Mr. A. Lambing and Party who very generously provided a 4th prize.

Also a great success was the coach trip to Hendon, I am sure all those who were on it will agree. We are running several more trips in the future. Already planned is a trip to the Shuttleworth Flying Display on Sunday 29th July, cost £1 to Branch members and £1-50 to non-members, plus entrance fee which will be about 50p. We hope to run a coach to the Biggin Hill display on May 19th, the cost will be again about £1 for members and £1-50 to non-members. Subject to final approval we are visiting the Northern Aircraft Preservation Society's collection of aircraft which is dotted around Manchester and we also hope to include a stop at Liverpool to see the preserved Viscount there. The trip is planned for April 14th, a Saturday, and the cost will be very reasonable. Those interested in any of the trips mentioned can secure a seat by contacting me as soon as possible.

D. ALLAN.

DIARY

- 25.3. Subject to a final confirmation we are to have a speaker from No 1(F) squadron who will be giving a talk on 'The Harrier' - should be interesting please come and see for yourself. Aero Club, Yeadon at 14.45.
- 7.4. PRESS DATE.
- 14.4 Visit to the N.A.P.S.
- 29.4 A talk by Peter Shackleton on 'World Airlines' with some excellent slides as illustrations. Aero Club Yeadon, 14.45.
- 13.5 Air Britain Flying.

We must thank the directors of the Aero Club for allowing us to hold the Fancy Dress on their premises. Thanks also to Any, Shiela, Hilda for pulling the pints, Mike for printing the tickets and thanks to all those who came.

NEWS AND REVIEW

The British Midland Viscount which crashed at Elmdon on 19th January was G-AZLR. It was flown back to Castle Donnington a week later on 26th January, not being extensively damaged.

Yeadon's new radar is at least operational after having been installed some two years ago. The old radar is now in use at Holme-on-Spalding Moor.

The Piper Colt G-ARKN which was standing on the apron in front of Northair for several weeks was from Manchester and had been repaired by Northair. It was parked for the owner to collect.

Dan Air are to use BAC 1-11's for I.T's from Yeadon next year. The aircraft will be flown from Yeadon with a low fuel load and will then land at another British airport, either Luton or Tees-side, to take on a full load.

A group of people in Yorkshire are to build replicas of famous vintage aircraft. The group are called Northern Aeroplane Workshops, and have ties with the Shuttleworth Trust. It is hoped a site to build the aircraft can be found near Yeadon airport, possibly in the old Avro factory building. The man behind the scheme is Mr. J. Langham of Harrogate and the intention is to perpetuate some of the old skills which he thinks are being lost. The aircraft to be built initially include the Bristol Scout and Bristol Monoplane MIC and the completed aircraft will go to the Shuttleworth Trust for flight testing. It is hoped to build modern kit aircraft at a later date.

A British Airways delegation met members of the Airport Joint Committee in February to discuss the future of Yeadon Airport in respect of the runway extension. Northeast have repeated that they will pull out of Yeadon by 1975 if the runway length is not increased, but, they may extend the period to 1976.

On April 23rd. 1972 the Super Emmerade PH-VRP (c/n 941) visited the Sherburn Air Rally. The owner was reported to be Mr. R. Oldham. In May it was reported in the hangar at Crossland Moor, after that no further reports were received. The aircraft must, however, have remained lurking as it has been registered as G-BANW to Mr. Oldham. Confirmation of its presence at Crossland Moor would be welcome.

Phantom XT858 was moved to Brough by road on 11th February where it will be used for structural tests which may involve testing to destruction in order to find the effective life of Spey engined Phantoms. The aircraft has only flown some 200 hrs

Yorkshire M.P.'s are to ask for a meeting with a Defence Minister over the development of a regional airport for the north. The Yorkshire Labour Group Committee want to know if an R.A.F. station can be made available for development as a civil airport. The most likely site is thought to be Finningley. In any case if the regional airport is built at one of the projected sites it would mean a curtailment of flying from Finningley.

"Silver City Airways" who ceased operations from Yeadon in 1962 has been revived. The Air Holdings Group have re-activated the name to operate the Vanguards handed in by Invicta, who recently went into liquidation. It is likely that Silver City will take over most of the Invicta work and concentrate on charter and inclusive tour work. A Merchantman will be added to the fleet to promote freight work. The new airline will be based at Luton and Stanstead.

Eight people from Yorkshire have formed a group to provide "mercy flights" which involves the delivery of drugs and organs for transplant. The scheme is run by the St. John's Ambulance Brigade. All eight men are members of the Yorkshire Aeroplane Club at Yeadon and are on 24 hour standby. Within two days of its formation two members were flying two kidneys from Dublin to Birmingham for transplant operation.

British Island Airways who operate from Yeadon in the summer are interested in the purchase of two ARKIA Herolds.

The Bradford Airport Joint Committee has been approached on the possibility of siting the Lancaster NX611, presently at Blackpool, behind the Yorkshire Light Aircraft hangar on the grass at Yeadon. As soon as a site and price are given a public appeal will be launched. The appeal will be handled by Barclays Bank and backing has been guaranteed by the Yorkshire Evening Post. A preservation Society has been formed to handle the project.

British Midland were to operate I.T's from Yeadon in April this year using BAC 1-11's but due to the lack of time for publicity the plans have been shelved.

Hiller UH-12E G-ATED of Management Aviation damaged its tail-boom in an accident while inspecting overhead cables at Ebberston near Scarborough on 15.1.

Dan Air have applied for Tee-side to become an additional stop on the Newcastle to Bournemouth service as well as Bristol and Cardiff.

New Travellers registered to General Aviation Services are G-BAOU (c/n 298) and G-BAOV (c/n 299).

The Tees-side to Amsterdam route which Dan-Air are to commence this summer will be restricted for one year to 3 weekly return flights. This is because British Caledonian objected, as they (BCL) are to introduce a twice daily Newcastle-Amsterdam frequency.

Shackleton's Scrap Yard revealed the following on 17th February. Most of the aircraft seen in last month's YAN have now been broken up, including OO-CBU Dc-3. The only aircraft now remaining are Wessex XT774/F, Whirlwind XL868/57 and an unidentified Whirlwind. Other bits of aeronautical interest include two Bristol Hercules engines, several Rolls Royce Proteus engines, several Jet Provost tip tanks, some Shackleton undercarriage pieces and some Rolls Royce Olympus engines. In the past the Yard is known to have contained Gnats (including the two Red Arrow aircraft which collided head on), a Zlin, a Lightning and a Vulcan.

Yorkshire Flying Services has sold Chipmunk G-APPA (see LBA review), and to replace it the Club are considering the purchase of an Aerobat if a suitable example can be found, Northair has demonstrated Aerobat G-BAEZ to them.

Cessna 150 G-ASYP, owned by Yorkshire Flying Services was badly damaged in a take-off accident at Yeadon on the 28th February. The aircraft was taking off from 28 when the pilot decided to abort and ran the aircraft off the runway in order to stop it. The nosewheel and engine were damaged but it is hoped to have it flying again in a few weeks.

TEESSIDE MOVEMENTS AND REVIEW

February:

- | | |
|---------------------------|--|
| 5. G-AYGZ Baron | F. Woolsington T. Glasgow; G-AYOE Bell 47G |
| G-ATPE HS 125-1B/522 | F. Woolsington T. Heathrow; G-AXXG BN2 Islander |
| OO-LFD Cessna 421 | F. Leeds T. Brussels |
| 6. G-ANUO DH114 Heron 2 | F/T Leicester East; G-AYLG HS 125-400B |
| G-AWED Pa-31 Navajo | T/T Biggin Hill |
| 7. G-AXAW Cessna 421 | F. Cranfield T. Glasgow; G-APVK Pa-23 Apache F/T Leeds |
| G-AXXD Hughes 269 | F. Sherburn T. Usworth; G-AYHW Cessna 337 T. Rhoose |
| G-AXDC Pa-23 Apache | F/T Norwich; G-ASPI Cessna F172 F/T Woolsington. |
| G-BADF Pa-34 Seneca | F/T Glasgow; G-AWUF HS 125-1B T. Cambridge. |
| 8. G-AOHZ Auster J/5P | F. Grindale T. Paull; G-APCY Auster J/1N. |
| G-BADJ Pa-23 Aztec | F. Glasgow; G-AYEP HS 125-400B F. Ringway T. Glasgow. |
| 11. G-AWTR Musketeer | F/T Sherburn; G-ATVC Cherokee Six F. Newark. |
| G-AYEK Jodel DR 1050 | F/T Sherburn; G-AYWV Cherokee Arrow. |
| 15. G-AXFE King Air | F. Crosby; G-AVVI Twin Comanche T. Elmdon. |
| G-AYLG HS 125-400B | F. Stanstead T. Glasgow; G-AXPU HS 125-3B/RA. |
| F-BTDZ Cessna 310 | F/T Gatwick. |
| 16. G-AXAV Twin Comanche | F/T Denham; G-AWRI Jet Ranger; G-AXXO Jet Ranger. |
| G-AVNI Twin Comanche | F/T Crosby; G-AXXD Hughes 269 F. Blackpool. |
| G-AYNB Pa-31 Navajo | F. Dublin T. Colerne. |
| 18. G-ARVS Cherokee | F/T Netherthorpe; G-BAEY Cessna F172 F/T Hemswell |
| G-ARUM DH 104 Dove 8 | F/T Luton; G-AZYM Cessna 310Q F/T Dublin. |
| 19. G-AZYM Cessna 310Q | F. Dublin T. Cranfield; G-AWVL HS 125-3B/RA. |
| 21. G-AOTI DH 114 Heron 2 | F. Castle Donnington T. Edinburgh; G-ATDD B. 206. |
| G-AZDK Baron | F/T Leavesdon; G-ASZH Jodel D 117 F/T Tholthorpe. |
| G-AYRY HS 125-1B | F. Luton T. Heathrow; G-BAGW Cessna F150. |
| PH-ILF Fan Jet Falcon | F/T Lindhoven. |

Aerochecks Ltd. are to set up a base at Tees-side to carry out maintenance and servicing on aircraft up to Dc-8/ Boeing 707 size. Air Anglia's current three day a week service between Aberdeen and Norwich is to be extended to five days a week using F-27's. Dan-Air are to begin scheduled services to Amsterdam in April with 748's.

ADVERTS

CHEAP typewriter wanted. D.Allan, 16 Hawthorn Avenue, Yeadon.

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Park Air Sky Bandit air band radio. Offers please, apply to:

D.W. Smith, 26 Grimbald Road, Knaresborough. Tel Knaresborough 5266.

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The date- Sunday 18th February; the time - 15.00 hrs; the aircraft G-ATLM Cessna 172; the route - Yeadon, Scarborough, Flamborough Head and return to Yeadon. The weather in the morning had been glorious but by the time we clambered into 'Lima Mike' it was pretty claggy, by we I mean fellow Air-Britain members Pete and Ian Barber and our pilot Mike 'I'll fly anywhere' Gaunt. Pre-flight checks complete, the engine was started and taxi-clearance gained to the holding point of 28 via the southern taxi-way. After waiting for a dog to clear the runway we took off and climbed out onto a course for Scarborough. The airfield disappeared beneath the murk at about 1,000ft but about 5 miles out it cleared a little so we climbed a little higher to 2,000ft. The route there and back was dotted with airfields, on a really clear day it would have been possible to see about fifteen, both active and disused but as it happened with the poor visibility we caught sight of eight. It was easy to see what kind of condition the disused airfields were in and to what purpose they were being put.

Our first landmark in the way of airfields was Tockwith/Marston Moor which is about 12 miles west of York. The tarmac was in good condition although it was being used for a different purpose to that which it was intended. Part of the field was an industrial estate while the runways were being used by learner drivers. There was little else in the way of airfields until we came to Scarborough but efforts to spot the Heliport at Tarncliffe failed. As we passed around Flamborough Head (a little too far out to sea for my liking) with the deserted beaches of Bridlington in sight the next strip to look for was Grindale, but grass strips on poor days are difficult to spot. It was not till we saw a Cessna climbing out that we realised that it could not be far away and by following it back we could see the airfield, looking a little on the barren side. The Cessna which had taken off passed below us and we identified it as G-DAAS, a 172, and parked on the grass in a neat line were three other high winged aircraft which were probably the locals.

Next on our list was Cottam which was a few miles farther on and must have been an impressive field at one time. It was built as a satellite for Driffield and there were numerous dispersal points around the taxiways and runways which were still clearly visible although in poor order. The main runway looked to have been about 5,000-6,000 ft. long. A few miles on we came across Full Sutton which didn't look particularly exciting as much of the concrete had been ripped up and put to the plough. The main runway was only half complete, most of the concrete had been removed but it had not yet been farmed. As we flew past Elvington we were very impressed, there is only one runway here but it is the longest in Yorkshire being over 10,000ft long and 450 ft wide and we seemed to be flying past it for ages. There is little else in the way of buildings here. It is maintained as a satellite for Linton and its long runway comes in useful for testing aircraft such as the Buccaneer. After Elvington came Acaster Malbis which was only just visible to the south of York. During the last war it was used as a satellite for Church Fenton and Marston Moor. Most of the runways still remain though most of the buildings seemed to have been dismantled, it was kept on care and maintenance after the war for a few years. A few miles farther on we came to Rufforth which was active, but only just, with a glider in the circuit, the weather being a little on the poor side for gliding, which is the main activity here at weekends. Just past Tadcaster there are a few remains of an airfield which was active during the First World War. From the air it was possible to see some early RFC buildings although it was not possible to see what kind of condition they were in, the pattern of runways was not visible as they had been ploughed over and were under crops.

That was the last of the airfields till we came once more to Easingwold and beyond it Yeadon and home. In all we had seen eight airfields in about 90 minutes.

ADVERT:

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Situated deep in the curve of Bridlington bay lies the seaside town of Nornsea. Separated by a strip of land half a mile wide from the shore and immediately inland lies a large lake, several square miles in area- this is known as Hornsea Mere.

During 1916, in the period of the Great War, when coastal shipping in the North Sea was severely harassed by German U-boats, Hornsea Mere was chosen as a sea-plane base for the then latest type of British floatplane that was in production. This was the single engined, single seater Sopwith BABY, derived from that most successful pre-war Sopwith Schnieder aircraft, powered by a rotary engine and capable of operating from sheltered waters with a fair degree of reliability.

Under Admiralty control, these floatplanes and their Establishment were part of the then rapidly expanding RNAS, who commenced operations there during 1917. Initially moored out, a permanent hanger was soon erected and operations commenced in earnest. To the average serviceman, at that period these floatplanes were often referred to as Schnieders, but were in fact, the much up-dated and more sturdy Baby's, capable of carrying out patrols of approximately 1½-2 hrs- that is if no forced landings occurred! The object of these patrols was primarily reconnaissance for U-boats, (Zeppelins were also mentioned owing to their habit of making landfall at Flamboro' Head). Because of their limited range and the general unreliability of aircraft engines at that period it would seem that the usefulness of the Sopwith Baby is questionable, but at least a base was in an operational state for future more advanced types. During 1918 it was not unknown for these aircraft to carry two small bombs.

The much better-known RNAS Station of Killingrove (on the Humber) always 'got the glory' whilst Hornsea Mere struggled along with it's by this time outdated Baby's. It soon being because Killingrove could operate the much more successful large types of flying boats that superseded the relatively 'unstable' (on the water) float planes and Hornsea was of course too small to operate these. Also by this time the convoy system had been introduced and was used in conjunction with the local RNAS airship force. Still, operational flying continued until the end of the War.

Like all RNAS stations, Hornsea was complete with 'Pigeon Loft'. This was an important item of equipment before radio became standard (Sopwith Baby's did not have the ability to carry radio anyway!) and it was normal practice to take two pigeons aloft during each flight. The main reason being that in event of a forced landing out at sea, pigeons could be released to give the position, whilst the pilot 'rode it out' until rescued. Many pilots owed their lives to these birds.

An interesting sidelight, that is relatively unknown, was that because of the difficulty in retrieving the Baby's, a concrete slipway was laid down in the South Landing at Flamborough Head and a collapsible Bessemeraux Hangar erected. The aircraft could then be towed (subject to suitable weather) and brought up into the hanger, and, after repairing, flown back to Hornsea. Owing to a number of reasons this small 'sub-station' did not get a lot of 'custom'. It did however, incur the wrath of the local fishermen who threatened to 'break it up' because it interfered with the launching of their boats. Apparently this threat was never carried out!

Shortly after the War, this interesting little seaplane station was disbanded but on a number of occasions between the wars it was used by RAF flying-boats for Summer exercises. The last recorded occasion that can be verified was in 1937, when a sub-flight of Singapores (Singapore 11's) was in residence. The author has also got photographs of Supermarine Scapa's, Blackburn Perth's and Singapore 1's which were in evidence during those years.

Finally, if anyone visits Hornsea Mere to-day, during the season, and partakes of a tea or coffee from the hut that sells such beverages, situated out on the small peninsular, he will be standing upon the site of the aforementioned 'pigeon loft'.

YORKSHIRE AIRFIELD REVIEW

CATTERICK: The Pembroke and Sycamore have been removed from their site near the A1.

The 5 Shackletons which were on the airfield have now disappeared.

CHURCH FENTON: Additional Chipmunks are 40/WP981 and 42/WP970 of the 2 FTS.

CORPSLANDING: Auster G-AGXN has now been replaced with Jodel G-AZMA, other residents here are Auster G-AOHZ and Chipmunk G-AOUO.

CROSSLAND MOOR: New resident here is Jodel D117 G-AWWI.

DONCASTER: New resident here is Globe Swift G-ARNN.

EAST HESLERTON: Based here is Tri-Pacer G-APYN.

HIGH MELTON: Position is 2 miles west of Doncaster.

KIRKLEATHAM: Position is 2 miles south west of Redcar.

MURTON: Position is 1 mile east of York.

SOUTH CAVE: Position is 8 miles west of Hull.

SOUTH OTTERINGTON: Position is 3 miles north west of Thirsk.
 WEST HESLINGTON : At week-ends the strip here is used by a parachute club using
 Cessna 206 G-AZWV from Yeadon.

BROUGH MOVEMENTS

February:

- | | |
|-----------------------------|--|
| 1. G-ASMG DH 104 Dove 8 | Also 2,5,13,14,22,28; G-ASIL Cherokee. |
| G-AWRL Cessna F172 | XP824 Beaver, Army Air Corps. |
| 5. G-AXOV Baron | Also 7,20,23; G-AYEM Pa-23 Aztec. |
| G-AVZV Cessna F172 | Also 20,21. |
| 6. G-ARHW DH 104 Dove 8 | Night stop; G-AXXD Hughes 269. |
| 7. G-AYWF Pa-23 Aztec | Also 20; G-ATDC Pa-23 Aztec; G-AZXG Pa-23 Aztec. |
| 8. G-AYTC Pa-23 Aztec | G-ARYF Pa-23 Aztec. |
| 9. G-AVIE Cessna F172 | |
| 11. XT858 Phantom | By road from Holme-on-Spalding. |
| 12. G-AWVS Cessna 337 | Also 15,26. |
| 14. G-AYSF Pa-23 Aztec | |
| 15. G-AVHW Twin Comanche | |
| 16. G-YOF Augusta Bell 47G | Also 20; G-AZMG Pa-23 Aztec; |
| PH-VIP Cessna F337 | G-AWGP Cessna T210H. |
| 19. G-AWKF Twin Comanche | G-AYBO Pa-23 Aztec |
| 20. G-AWBK Cessna 421 | Night stop, also 22. |
| G-AOHZ Auster J/5P | G-AXFA Pa-23 Aztec. |
| 21. G-ATKW Pa-23 Aztec | Night stop; G-AXOW Pa-23 Aztec. |
| G-BAEJ AA5 Traveller | |
| 23. G-AXFE King Air | |
| 25. G-BAKM Robin HR 400/140 | |
| 26. VP973 Devon C.2/2 | |
| 27. G-ASBD Hughes 269 | |
| 28. G-AZYU Pa-23 Aztec | G-ATSR Bonanza. |
| G-AZHL Pa-31 Navajo | |

The Robin HR400 G-BAKM is a new resident here and is a demonstrator for the Robin Agency.

YORKSHIRE AIRFIELD MOVEMENTS other visitors at smaller Yorkshire airfields were:-

- | | |
|--------------------------|--|
| 1. G-BABX King Air | Lindholme. |
| 5. G-AZLG Baron | Church Fenton. , also on 9,12,16,19,21. |
| 6. G-AYLG HS 125 | Finningley. |
| 7. G-AYTP Pa-23 Aztec | Elvington. |
| 9. G-AXDC Pa-23 Aztec | Elvington. |
| G-AROC Cessna 175 BX | Malton, from Yeadon to collect pilot for Tri-Pacer G-APYN which was ready for delivery from Yeadon where it had been for checks. |
| 14. G-AYHW Cessna 337 | Church Fenton. |
| 17. G-AZWV Cessna 206 | Moor Farm. |
| 18. G-AXBH Cessna 172 | Into Crossland Moor from Sherburn. |
| 22. O-13816 T-29 | Leeming. USAF. |
| G-AYPF Cessna Cardinal | Church Fenton. |
| FX-03 Starfighter | Leeming. Belgian Air Force. |
| FX-47 Starfighter | Leeming. Belgian Air Force. |
| 23. G-ARBE DH 104 Dove 8 | Holme-on-Spalding, F. Brough to Hawarden. |
| 24. G-AWWI Jodel D117 | Ripon.F. Crossland Moor. |
| 26. G-AYPC Queen Air | Leconfield. |

HELICOPTER ACTIVITY

Y.T.V. Jet Ranger G-AWRI is back in the area again and was reported at Harrogate on the 1st; Hull 5 and 13; Scunthorpe 7; Whitby 14 and 16; Tees-side 17; Scarborough 20.....Jet Ranger G-AYMX of Salveson Properties landed in the Alwoodley area of Leeds on the 8th and was in the Doncaster area on the 22nd.....An Army Scout, call sign 'Army Air 523' visited the Army Apprentice Training School at Harrogate on 28th and two more Army helicopters callsigns 'Army Air 516/541' visited Horbury Barracks near Wakefield on the 7th.....Jet Ranger G-AZRU landed at Huddersfield from Battersea on the 18th.....G-AXXO Jet Ranger was seen at Halifax on the 16th.....Hiller 12 G-ATDM is being used for line inspection by the YEB at the present and appears to be based at Crossland Moor and the YEB helipad at Lindley.

SUTTON BANK A brief visit on February 10th revealed a new resident in the form of

LEEDS/BRADFORD MOVEMENTS AND REVIEW

February:

1. G-ATBV Pa-23 Aztec	G-AZYU Pa-23 Aztec	G-AZFU Cessna 31Q
G-ATDC Pa-23 Aztec	G-ASON Twin Comanche	G-AVUN Twin Comanche
G-AWIK Musketeer	G-BAAZ Cherokee Arrow	
2. G-AZHL Pa-31 Navajo	G-AYBO Pa-23 Aztec	G-AYLM A1 Yankee
G-ARYK Cessna 172	G-AWVW Pa-23 Aztec	G-AVRG HS 125-3B/RA
G-ASJL Bonanza	G-ASFL Cherokee	G-ATZN HS 125-3B
G-ATDL Cessna 310J	G-ATDC Pa-23 Aztec	G-ARAN Pa-18 Super Cub
G-AYSA Pa-23 Aztec	G-AXMR Pa-31 Navajo	G-BABW King Air
N7876Q Cessna 310R		
3. G-AZMG Pa-23 Aztec	G-BLEJ A45 Traveller	G-AZIA Twin Comanche C/R
4. G-ATUL Cherokee 180	G-AYER HS 125-400B	G-ASEH Jodel D117
G-AYVC Pa-23 Aztec	G-AIMP Cessna 172	G-ATTD Cessna 182J
G-ASFL Cherokee	G-AYNB Pa-31 Navajo	G-AZNO Cessna 182P
G-AVPF Twin Comanche	G-ASMV Emeraude	G-ATZN HS 125-3B
G-BAFD Bo 105C		
5. G-AMZY DH 104 Dove	G-AXXD Hughes 269	G-AWVI Jodel D117
G-AYSA Pa-23 Aztec	G-ASNO Baron	G-ATMB Cessna F150
G-AZYP Cherokee	G-AZRR Cessna 310Q	G-AYER HS 125-400B
G-AYNB Pa-31 Navajo	G-AWOW Pa-31 Navajo	G-BLEJ Bo 105C
00-LFD Cessna 421		
6. G-ASNO Baron	G-AYHW Cessna 337	G-AWOW Pa-31 Navajo
G-APYN Tri-Pacer	G-AZRR Cessna 310Q	G-ASSI HS 125-1
G-ATZN HS 125-3B	G-BACB Pa-34 Seneca	D-IOGE Lear Jet 24
7. G-AZFR Cessna 401B	G-ATYN Cessna F150	G-AYRY HS 125-1B
G-ASNO Baron	G-AYBO Pa-23 Aztec	G-ATDL Cessna 310J
G-AWOW Pa-31 Navajo		
8. G-AZNO Cessna 182P	G-ATPR Pa-23 Aztec	G-ASDO Baron
G-ARUM DH 104 Dove 8	G-ASJL Bonanza	G-AYEX Jet Ranger
G-AWWL HS 125-3B/RA	G-AZOD Pa-23 Aztec	G-AWOW Pa-31 Navajo
G-AYRY HS 125-1B	I-BOGI HS 125-3B	
9. G-ASIU Beech Queen Air	G-AXDC Pa-23 Aztec	G-AWVI Jodel D117
G-AYUC Cessna 150	G-ASZH Jodel D117	G-AYER HS 125-400B
G-AXOW Pa-23 Aztec	G-AWFI Twin Comanche	G-AXEV Beagle Pup
G-AYOJ HS 125-400B		
10. G-ASUB Mooney M20	G-AWTR Musketeer	G-AZHK Robin HR100-200
G-AZTB Monsun	G-AVPF Twin Comanche	G-AXOW Pa-23 Aztec
11. G-AYSA Pa-23 Aztec	G-ATZN HS 125-3B	G-AYEK Jodel DR 1050
G-APTK Cessna 310	G-ARSC Pa-24 Comanche	G-ASOK Cessna F172
G-AHHP Auster J/1N	G-BAEJ A45 Traveller	
12. G-AXDL Twin Comanche	G-AYSF Pa-23 Aztec	G-AXPU HS 125-3B/RA
N21131 Cessna 182 n/s	XV626 Wasp 'NAVAIR 418'	G-AZRU Jet Ranger
13. G-AVTS Pa-23 Aztec	G-AYSF Pa-23 Aztec	
G-BAIL Cessna FR172 n/r		
14. G-ATDL Cessna 310J	G-AVHW Twin Comanche	D-IAPA Turbo Commander
G-AYSF Pa-23 Aztec	G-AZTB Monsun	G-ASNO Baron
15. G-AYFI Piper Twin Comanche	G-AVNG Queen Air	G-AWOW Pa-31 Navajo
G-ATZN HS125-3B	D-CFCF HS 125-400B	
16. G-AYBO Pa-23 Aztec	G-AWOW Pa-31 Navajo	G-AXEV Beagle Pup
G-AVHW Piper Twin Comanche	G-AZHL Pa-31 Navajo	G-AYYN Cherokee Arrow
G-AXXO Jet Ranger	G-AYVC Pa-23 Aztec	G-ASIU Queen Air
G-AZBP Pa-31 Navajo	G-BLEY Cessna F172	G-BAILP Twin Comanche C/R
17. G-AVGV Cessna F150	G-AZHL Pa-31 Navajo	G-AZIA Twin Comanche C/R
G-AVYL Cherokee	G-AXUV Cessna F172	G-AZHK Robin HR100-200
G-AWLI Tri-Pacer	G-AYMK Jodel DR 1050	
18. G-AZVW Bell 47G-5	G-AZRU Jet Ranger	G-AXZP Pa-23 Aztec
G-ASRI Pa-23 Aztec	G-AXEV Beagle Pup	
19. G-AYOF Augusta - Bell 47G	G-AZMG Pa-23 Aztec	G-BAEJ A45 Traveller
00-LFD Cessna 421	PH-MYR Cessna 340 n/s	
20. G-AJGT DH 104 Dove	G-ASIU Queen Air	G-ASSB Twin Comanche
G-AZFR Cessna 401B	G-AXFG Cessna 337	G-AXLS Jodel DR 1050
G-AWOW Pa-31 Navajo	G-AZAB Twin Comanche	G-AVXL HS 125-3B
21. G-AZLG Baron	G-AWOW Pa-31 Navajo	G-AVPF Twin Comanche
G-AYKU Pa-23 Aztec	G-AXEV Beagle Pup	G-AZOA Monsun
G-ARYK Cessna 172	G-AMSM Dakota	G-AWED Pa-31 Navajo
G-BAJO A45 Traveller	I-BOGI HS 125-3B	15886 Beech U-21F
		(US Army)

22. G-AYBO Pa-23 Aztec	G-ATZN HS 125-3B	G-AXMR Pa-31 Navajo
G-AMZY DH 104 Dove	G-AYWY Pa-23 Aztec	G-AVTS Pa-23 Aztec
G-AVZR Cherokee	G-AVOZ Cherokee n/r	G-AYMX Jet Ranger
G-AWED Pa-31 Navajo	G-BAJN AA5 Traveller	I-BOGI HS 125-3B
I-TIDI F-28 Fellowship	XR380 Alouette Army Air Corps	
23. G-AYKO Twin Comanche	G-AWVV Pa-23 Aztec	G-AWOW Pa-31 Navajo
G-AYBO Pa-23 Aztec	G-AZYU Pa-23 Aztec	G-AYYN Cherokee Arrow
G-BAFA AA5 Traveller		
24. G-AWED Pa-31 Navajo	G-ARMP Cessna 172	G-AVSD Cherokee
G-AVGB Cherokee	G-AYKD Jodel DR 1050	G-AVIL Alon A.2 Aircoupe
G-AVZR Cherokee	G-ASMW Cessna 150	
25. G-ASEJ Cherokee	G-AWTX Cessna F150	G-AVZV Cessna F172
G-AYFF D.62 Condor	G-ASMR Twin Comanche	G-AWUY Cessna F172
G-AZLG Cherokee	G-AZYP Cherokee	G-AXZV Mooney M20
G-BAEY Cessna F172	G-BAFA AA5 Traveller	
26. G-AWWI Jodel D117	G-AYOK HS 125-400B	G-APVA Tri-Pacer
G-ARPM Cessna 172	G-AYOF Ag-Bell 47G	G-AXOW Pa-23 Aztec
G-BAEY CESSNA F172	N265GL Lear Jet	
27. G-AXBJ Cessna F172	G-AYBO Pa-23 Aztec	G-AXUE Jodel DR 1050
G-ATRW Cherokee Six	G-AWWI Jodel D117	G-AWJV Jet Ranger
G-ATZN HS 125-3B		
28. G-AWVV Pa-23 Aztec	G-ATRE Cessna F172	G-AXEV Beagle Pup
G-ATHJ Pa-23 Aztec	G-AZYU Pa-23 Aztec	G-AZIA Twin Comanche C/R
G-AZED BAC 1-11	G-AYER HS 125-400B	G-AXXO Jet Ranger
G-AZPB Monsun	G-AWOW Pa-31 Navajo	G-AZBP Pa-31 Navajo
G-AWAT D.62 Condor	00-SIV Cessna 182	PH-WOU Cessna 414

Foreign visitors in plenty again with the star attraction probably being the Itavia F-28 I-TIDI on the 22nd. This was transporting an Italian football team to Rome after a match in Hull. Close second must be the brand new Lear Jet N265GL which visited twice on the 26th and is reported as being operated by Northern Executive Aviation of Manchester. Cessna 310 N7876Q on the 2nd and Cessna 182 N21131 on the 12th were both Brussels demonstrators and were visiting Northair. Cessna 337 G-AXFG has now completed its rebuild and was on C of A air test on the 16th, it was collected on the 19th by Traveller G-BAEJ and flown to Sherburn, the following day it cleared customs for an outbound flight to Copenhagen. Northair also did radio checks on the two new Travellers G-BAJO and G-BAJN when they came from Sherburn on the 21st and 22nd respectively. In the other hangar the Cessna 401 G-AXVA completed its repairs and CofA and was in the air on test on the 28th. Also with Yorkshire Light Aircraft is Cessna F150 G-ATYN which arrived by road from its base at Grindale after being blown over by strong winds about a week prior to the arrival date, the 23rd. Cessna F150 G-AVNB left for White Waltham on the 22nd and has been replaced by Cherokee G-AVOZ which arrived on the same day. Another departure was Chipmunk G-APPA which left for Sibson on the 26th in the company of Cessna 172 G-ARMM. Among the British visitors HS 125 G-AYOK is notable in that as far as I can remember it should be TR-LQU. The Dakota G-AMSN on the 21st belongs to Air Freight of Ashford. Terrier SAX, which has not flown since its arrival on 2/4/70 has been bought by Mr. Brian Rhodes who dismantled it during the month and removed it to his garage in Yeadon for renovation. Finally this month I would like to ask if anyone who notes the serials of military visitors to please send them in, unidentified in February are 'Army Air 402' and '566' on the 20th (both helicopters) 'Army Air 514' a Beaver on the 21st and 'A/A 360' a Scout on the 24th.

NORTHAIR NEWS

Northair are to purchase a Cessna Golden Eagle for their own use....Cessna 182P G-BAMJ will arrive from the USA at Brussels by crate where it will be assembled and then flown over to Yeadon....Cessna 310Q N7876Q arrived at Yeadon from the US on the 2nd was flown on to Brussels, it is expected that it will eventually be placed on the British register and flown back for Northair....G-AYUC Cessna 150 arrived from Hemswell at Yeadon on 31st January, it was sold and delivered to its new owner at Castle Donnington on 10th February. Mr Kirke, who owned 'UC has purchased G-BAEY, a 150, and this left for Hemswell on the 10th....Cessna 172 G-BAEX has been sold to C.M. English and Son and will be based at Pocklington in a new hangar....Aircraft recently registered to Northair include Cessna 421B G-BA00 (c/n 0415) and FRA150L G-BAOP (c/n 0190)....Cessna FR172 G-BAIL was collected by its new owner from Northair on 24th and arrived back at Northair on the back of a lorry after having crashed at Grindale on the same day. The aircraft is badly damaged and will cost a few thousand pounds to repair. The aircraft had been delivered to Northair on the 13th.

SLINGSBY SAILPLANES

On February 10th a visit was made to the Slingsby Sailplanes works at Kirkbymoorside. We were pleased to find that our guide for the afternoon was none other than Air Britain's former Kirkbymoorside Correspondent Norman Ellison. First stop was the main workshop and despatch area where we found the T31B WT913 under repair. Nearby was an unmarked Glasflugel Libelle with the c/n 373, one of a batch of eight which had recently come in from Germany. The remaining seven, c/n's 367-72/374, had unfortunately already departed and the only known registration was BGA1768 for c/n 372. T59 Kestrels present were N4GW c/n 1799 (originally intended as N19UR), N1TW c/n 1803, BGA1767 c/n 1805, BGA1764 c/n 1801, BGA1769 c/n 1806 and one bearing only the competition number 65 with c/n 1807. The only T61 Falke here was c/n 1775 a model C for New Zealand which had flown for the first time the previous day. We moved next into the Kestrel production area where we found six T59's under construction with the line numbers 44 to 49 but no c/n's were visible. Next stop was the paint shop where the T61C G-BAMB was being covered ready for spraying, the c/n 1778 was on the airframe. This was number 35 on the Falke production line and the last of the batch originally planned. Moving outside we found the remains of HP14C N229K on the scrapheap, this was broken up in January 1969. Three trailers were then examined and found to contain T59A BGA1681 c/n 1724, T59F BGA1766 c/n 1804 and Libelle BGA1751 c/n 323. Also in storage here is the Franklin engined T61B Falke. G-AZHE. An interesting fact which came to light is that Slingsby's are using the class B markings G-7, known recipients of these marks are c/n 1769 a T61C for Australia which flew as G-7-1 on 8.10.72 and the aforementioned T61C for New Zealand which was G-7-2. A very interesting afternoon was had by all present and our thanks go to Mr. Ellison.

DONCASTER

February:

- | | |
|--------------------------|--------------------------------------|
| 8. G-BAEY Cessna F172 | F/T Leeds / Bradford. |
| 9. G-AWVI Jodel D117 | F. Leeds/Bradford T. Crossland Moor. |
| 11. G-BAEJ AA5 Traveller | F. Leeds/Bradford. |
| 21. G-AZOA Bolkov Monsun | F. Leeds/Bradford. |
| 25. G-AWKM Beagle Pup | F. Netherthorpe. |
| G-BAEX Cessna 172 | |

SHERBURN

February:

- | | |
|--------------------------|---|
| 1. G-APVA Tri-Pacer | F/T Crossland Moor. |
| 3. G-BAEZ Cessna FRA150 | F/T Leeds/Bradford, also 17th. |
| 9. G-AYUC Cessna F150 | F. Hemswell T. Leeds/Bradford, also 10th. |
| 11. G-AWVX Cessna F172 | F/T Blackpool. |
| 17. G-AYEK Jodel DR 1050 | F. Tholthorpe T. Leeds/Bradford. |
| 18. G-BAIL Cessna FR172 | F/T Leeds/Bradford. |
| G-AYXW Volksplane | |
| G-AVBP Pa-28 Cherokee | |
| 23. G-BAFA AA5 Traveller | F. Brough T. Leeds/Bradford. |

Cessna 337 G-AXFG returned on the 19th after being rebuilt by Northair. The two latest Travellers G-BAJN/G-BAJO have now been assembled, they were first seen on the 18th and were both test flown on the 20th. New resident here is Augusta Bell 47G G-AYOF. Cherokee SE-EOA has at last been placed on the British register as G-BAMM. Cessna 172 G-ATVV is in from Grindale and is with Eastern Aviation. New resident is Chipmunk G-ARWB which is the property of Eastern Aviation according to its plate.

NORTHEAST AT LBA SINCE 1965

by Jeremy Charnock.

Northeast have been operating from Yeadon since the 1950's, then known as BKS and being during this time the major operator from the airport. However the period since 1965 has been the most dramatic seeing operations by the airline reach a peak and then subside to the relatively low frequencies of today.

BKS began the 1965 summer season with Dc-3's still being used on the Irish Sea and Guernsey flights but at the end of this period they were withdrawn from use by the airline to be replaced the following spring by Viscounts. Previous to the arrival of their own Viscounts BKS operated some of their weekday London services with those of BEE.

The summer of 1965 had been the last for the HS 748 overnight flights to Basle but 1966 saw the airport introduced as a stop on the Newcastle to Paris

twice weekly route using Elizabethans. This service continued through the following winter with 748's during which period the Newcastle-Leeds/Bradford route was kept open for the first time.

1967 saw Viscounts on the Paris run with LBA the starting point but the following summer Newcastle was introduced again after a termination of the flights during the winter break.

All the HS 748's disappeared from service in April 1968 and the Belfast, Guernsey Paris, Amsterdam and Dusseldorf routes all saw increased frequencies that summer.

The airline began to use Liverpool on the Belfast services the following winter and has repeated this in off-peak periods since.

The 1969-70 winter Jersey flights were cancelled and these have not reappeared but the big reduction in movements from Yeadon came drastically in the summer of 1970. The Ostend, Paris, Dusseldorf and Amsterdam flights were not taken up, only that to Amsterdam having reappeared since, and other routes showed a reduction in frequencies.

BKS became Northeast in November 1970 and further changes in services came the following summer with midweek flights to Jersey operating via Guernsey.

Since 1971 flights have remained more or less the same but the difference in airport movements caused by the airline's withdrawal of some services in 1970 was shattering. Northeast operated 160 return flights per week from LBA during peak summer periods in 1969 and this reduced to only 114 in 1970.

What are the prospects for the coming summer months? Traffic to Amsterdam appears to warrant an extra flight, on Wednesdays, however on this particular day of the week the Belfast flight has been withdrawn. Channel Islands frequencies are more or less unchanged but the Dublin route shows a dramatic decline over last summer with a 33% reduction in peak period flights (Aer Lingus will show a similar trend!).

FLYOVERS

February:

1. 13186	Convair T-29	POL 15.40	11000'	USAF, southbound.
2. G-APFO	Boeing 707	POL 12.40	21000'	'Beatours FO' to Gatwick.
60187	C141A	BRO 22.00	33000'	Eastbound.
5. D-DMWZ	Lear Jet	POL 15.56	39000'	Southbound.
G-AZFA	Beagle Pup	LBA 17.02	2000'	Edinburgh-East Midlands.
6. PH-DEF	Douglas Dc-8-63	OTT 09.11	37000'	'KLM 6724' to Amsterdam.
31599	C-118	OTT 11.37	19000'	U.S.N., eastbound.
8. PH-BUF	Boeing 747	OTT 08.28	35000'	'KLM 678' to Amsterdam.
G-AYGN	Cessna 210	LBA 13.19	3500'	Kirmington to Blackpool.
9. PH-DCZ	Douglas Dc-8F	OTT 09.33	31000'	KLM '062' to Amsterdam.
15159	Convair T-29	POL 09.53	10000'	USAF, to Prestwick.
D-ILMC	King Air	POL 10.18	18000'	'Lufthansa MC', northbound.
11. 50260	C141A	BRO 07.49	29000'	USAF, eastbound.
13. G-AMNA	Boeing 747	POL 10.35	31000'	'Speedbird NA', southbound.
15. LN-FOL	Douglas Dc-6	POL 09.27	14000'	'Scandinavian 057', to Glasgow.
D-CAMB	HS 125	OTT 15.51	29000'	Daimler Benz, westbound.
17. PH-LTB	Douglas Dc-10	BRO 08.40	37000'	KL644., eastbound.
31599	Douglas C-118	POL 10.27	15000'	USN south to Milbrook.
G-AZYM	Cessna 310	LBA 10.31	8000'	To Cranfield.
20. G-ANVS	Cessna (STOL) 337	LBA 08.58	6000'	Cowick Hall-Liverpool & return.
38077	Lockheed C-141A	OTT 13.16	33000'	'MAC 38077', eastbound.
21. G-AVAI	HS 125	POL 09.52	33000'	Northbound.
G-AVMX	BAC 1-11-500	POL 10.24	7000'	Ringway-Teesside, crew training
G-AZJH	HS 748	POL 10.56	12000'	HSA, climbing out of Woodford.
22. G-AXMG	BAC 1-11-500	POL 13.24	9000'	'Cortline MG' to East Mid.
G-ARRC	Boeing 707	POL 14.36	21000'	Prestwick-Heathrow.
23. 17191	Douglas C-117D	POL 09.20	8000'	USN, Mildehall-Prestwick.
N586	Jetstar	POL 14.05	35000'	'Jetstar 586' to Keflavic.
28. G-BALP	Twin Comanche	LBA 11.07	5000'	Kirmington-Blackpool.
60128	C-141A Starlifter	POL 14.20	35000'	'MAC 60128' to McGuire
I-SMEG	Jetstar	POL 15.01	27000'	Southbound.

NEXT PRESS DATE IS 7TH OF APRIL

STOP PRESS---LATE NEWS :::: THE AIRPORT JOINT COMMITTEE HAS AGREED TO ALLOW THE LANCASTER TO BE PARKED AT YEADON AT A NOMINAL FEE OF £5 A YEAR (YES £5 A YEAR).